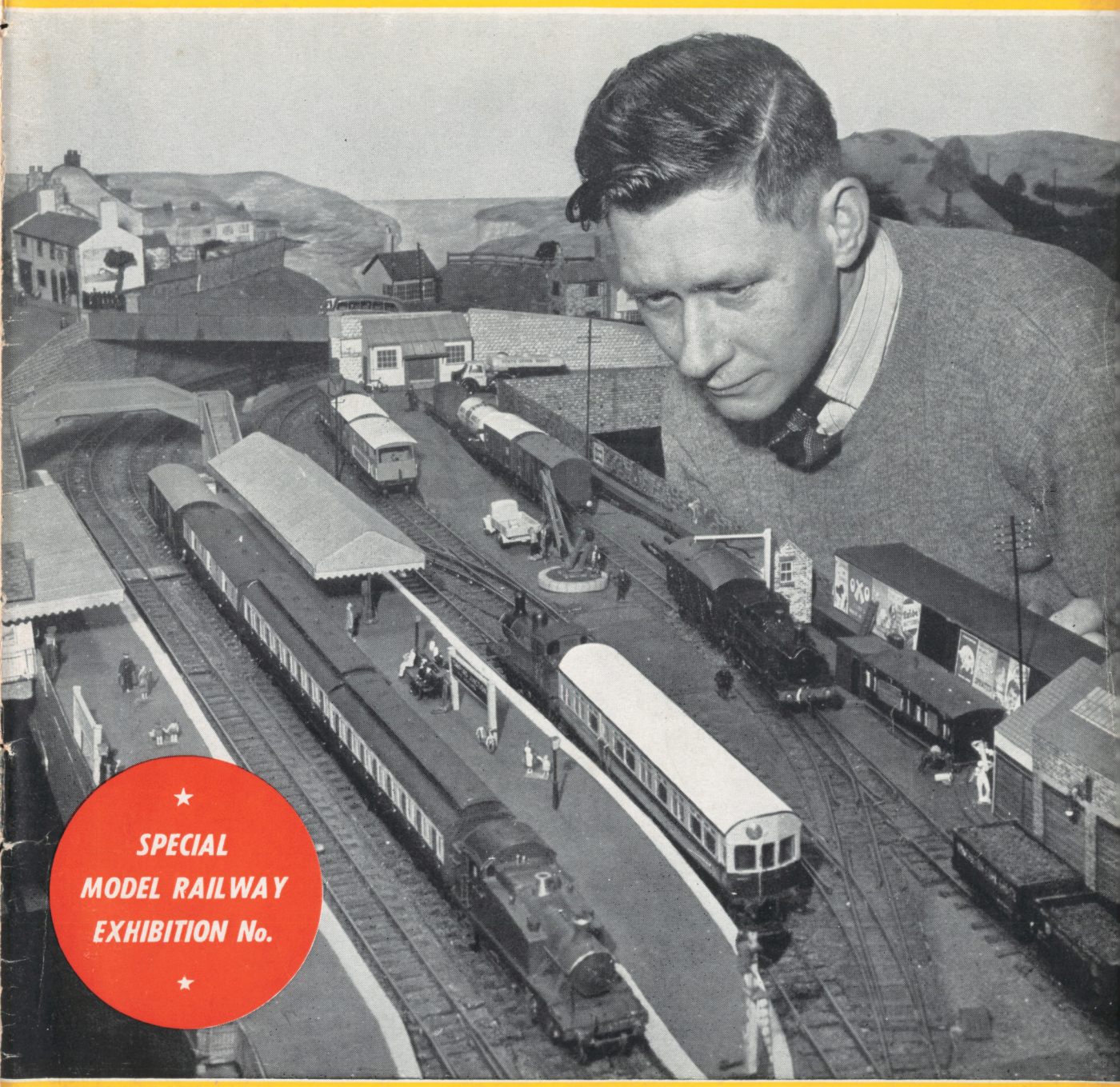
MODEL RAILWAY NEWS

April 1954

1/-

Have you room for a layout ?

BASIC TRACK PLANS FOR THE BEGINNER



★ SPECIAL MODEL RAILWAY EXHIBITION No. ★

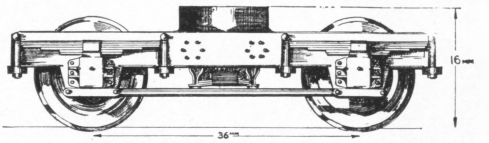
A PERCIVAL MARSHALL PUBLICATION

Highest Quality! Lowest Price!

NUCRO

QUALITY PRODUCTS Offer You Both

BOGIES



		Per pair
R/251.	GWR Churchward scale wheels ..	7/6
R/252.	GWR Churchward Dublo type wheels	7/6
R/253.	LMS standard scale wheels ..	7/6
R/254.	LMS standard Dublo type wheels	7/6
R/260.	GWR high capacity scale wheels	7/6
R/261.	GWR high capacity Dublo type wheels	7/6
R/263.	LNER diamond frame scale wheels	7/6
R/264.	LNER diamond frame Dublo wheels	7/6

Nucro bogies are fully detailed, and both equalised and sprung, with the new Nucro patent springing unit.

NUCRO PRECISION WHEELS

All Nucro Wheels, with the exception of the Hornby Dublo type, are to exact scale standards, and are insulated for use with 2 or 3 rail systems.

R/109.	12 mm. 3 hole	Per pkt. of 2 prs.	1/4
R/111.	12 mm. disc	„ „ „ 2 „	1/4
R/113.	14 mm. disc	„ „ „ 2 „	1/4
R/115.	Hornby Dublo type	„ „ „ 2 „	1/2

TRI-ANG 4 mm PUSH & GO VEHICLES

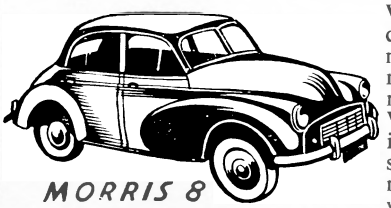
These little models are to "OO" gauge scale, and are perfectly suitable, and make very fine accessories, to any layout. They can be repainted and fitted to represent true replicas of their prototypes.

Breakdown Lorry	2/6
Cement Lorry	2/-
Double Decker Bus	3/-
A.A. Gun Lorry	2/6
Green Line Coach	2/6
Fire Engine	2/6
Dust Cart	2/-
Log Lorry	2/-

SMALL FITTINGS

R/101.	Scale screw couplings ..	per pair	3/6
R/102.	3-link couplings ..	„ „	6d.
R/130.	Cast wagon axleguards	pkt. of 4	1/9
R/131.	Cast van axleguards ..	„ „	2/-
R/118.	2-rail loco collector ..	each	1/9
R/119.	3-rail loco collector ..	„	2/4
R/103.	Cast wagon buffers ..	pkt. of 4	10d.
R/104.	Cast oval coach buffers	„ „	1/-
R/238.	Cast heavy duty buffers	„ „	1/-
R/223.	Nucro automatic coupling	per pair	1/6
R/236.	Cast van doors ..	„ „	1/4
R/198.	Cast vacuum pipes ..	pkt. of 6	1/4

THE NEW "BRADSCAR"



With the addition of this new model we now have a range of four. We hope to introduce some new models this year.

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ALL **2/-** EACH

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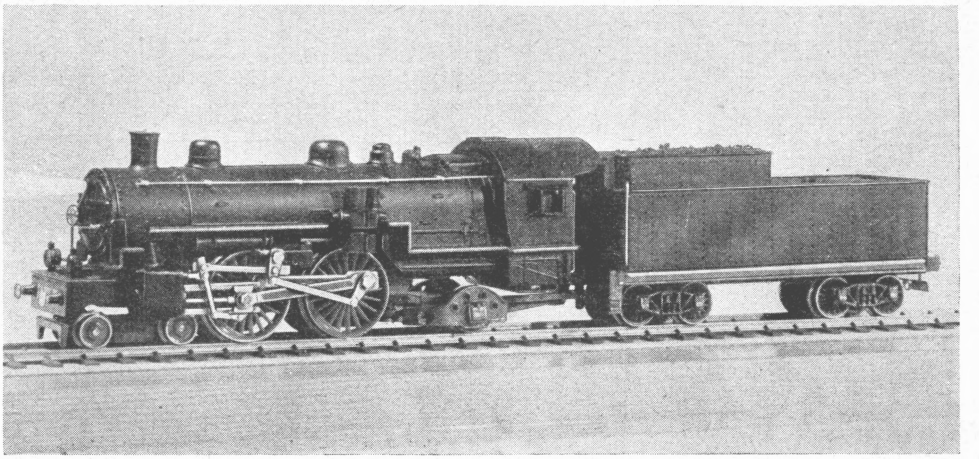

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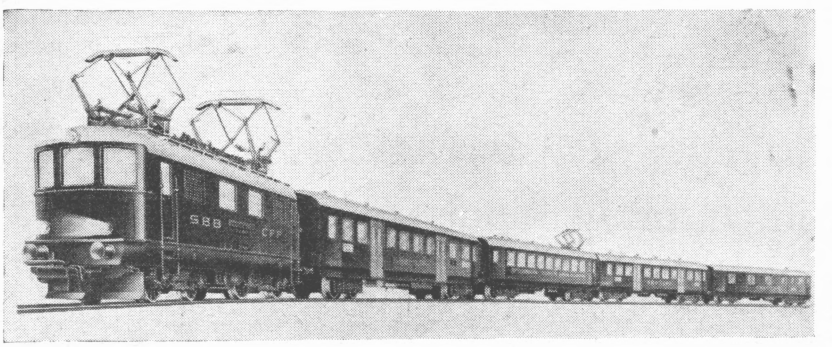

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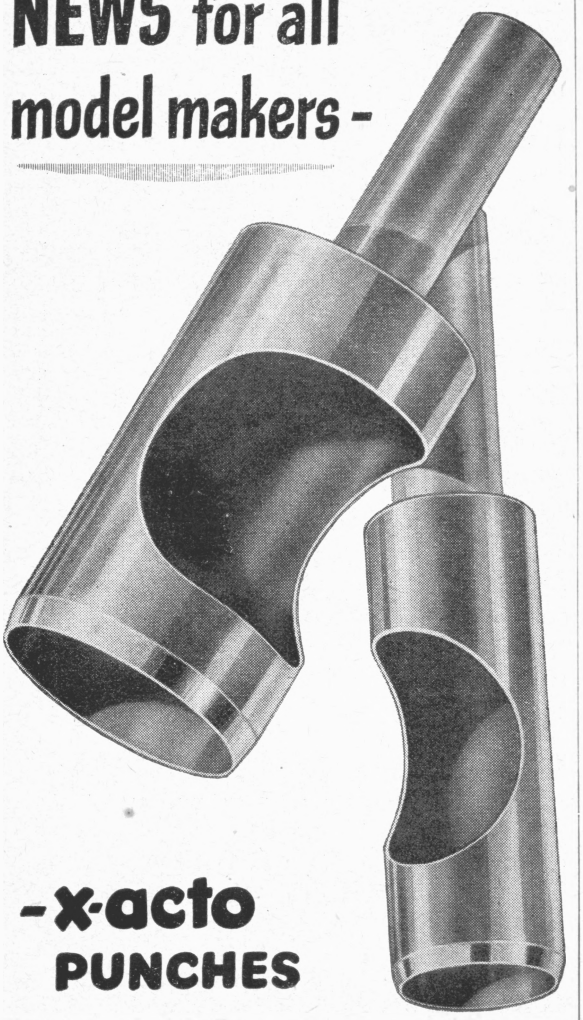
NEWS for all model makers -



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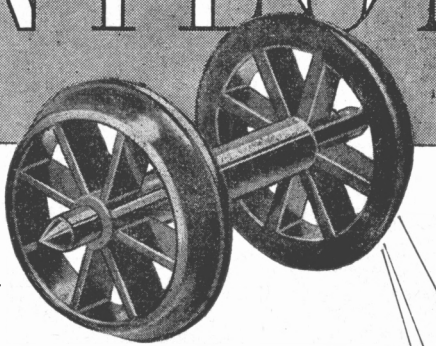

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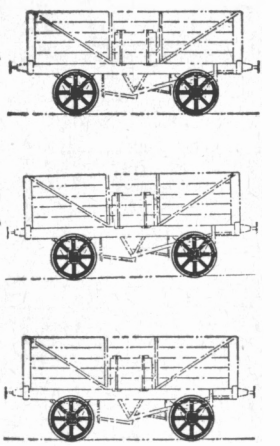

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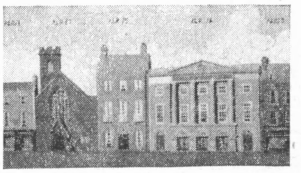

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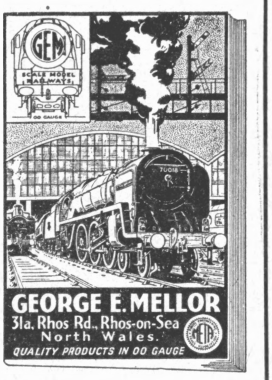

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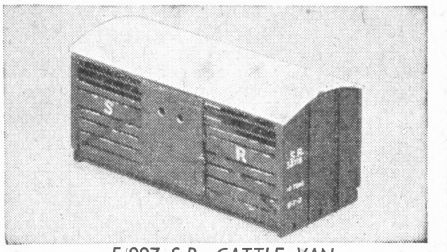
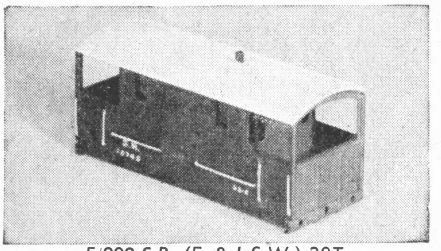


F/997 S.R. CATTLE VAN



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Bogie Wheels	21 mm. diam.	10 spokes	7½d.	2/11 each
Tender Wheels	26 mm. ,,	12 ,,	7½d.	2/11 ,,
Driving Wheels	25 mm. ,,	8 ,,	7½d.	3/4 ,,
,, ,,	33 mm. ,,	14 ,,	11d.	3/4 ,,
,, ,,	36 mm. ,,	14 ,,	11d.	3/4 ,,
,, ,,	40 mm. ,,	16 ,,	11d.	3/4 ,,
,, ,,	42 mm. ,,	16 ,,	11d.	3/4 ,,
,, ,,	46 mm. ,,	18 ,,	11d.	3/4 ,,
Axles	Bogie		... 7d. each	
	Tender		... 1/3 ,,	
	Driving		... 1/3 ,,	
GAUGE "I"				
Bogie Wheels	30 mm. diam.	10 spokes	... 11d.	3/4 each
Tender Wheels	35 mm. ,,	12 ,,	... 11d.	3/4 ,,
Driving Wheels	43 mm. ,,	14 ,,	... 11d.	4/2 ,,
,, ,,	54 mm. ,,	16 ,,	... 1/6½	5/- ,,
,, ,,	63 mm. ,,	18 ,,	... 1/6½	5/- ,,
Axles	Bogie		... 1/- each	
	Tender		... 1/3 ,,	
	Driving		... 1/3 ,,	

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	Gauge "OO"	"O"	"I"
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Wagon type	4d.	5d.	9d. each
Coach oval type with square base ...	5½d.	9d.	— each
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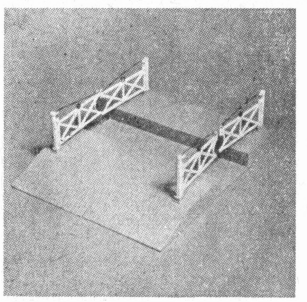

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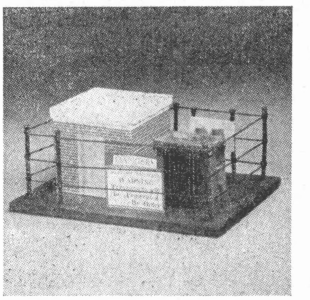

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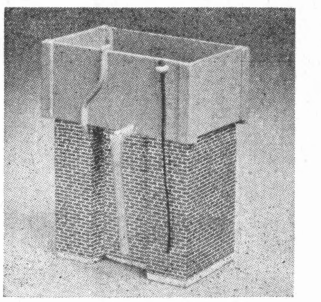

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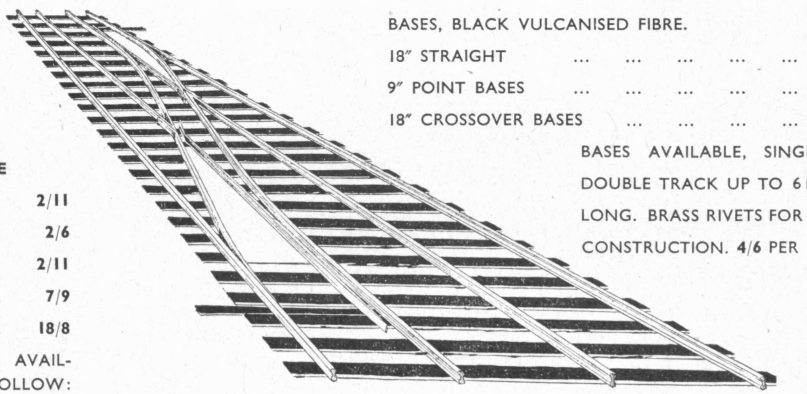

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POINTS	7/9
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COVER PICTURE

In this month's issue, Mr. H. Bergamin describes his portable "OO" layout based on Great Western practice in the West Country. Our cover shows the builder carrying out operations at Tawford Junction, main station on the system, and we can't help commenting on the attractive and convincing effect of the layout as a whole due in no small part to the continual reference to prototype practice made during construction of the model. Description, a plan and more pictures appear under the title "Paddington to Broadsands"

EDITORIAL

RECENTLY, we had the pleasure of accepting an invitation to visit the Westminster Bank Railway Society in their palatial premises in Threadneedle Street, London, and we were pleased to find that it consists of a happy band of ardent railway enthusiasts. The society was founded last July, and already the membership has reached eighty. Several of the members are keen model railway men who have done a great deal of practical work in this field, and we found that those to whom we had the pleasure of chatting were thoroughly well versed in railway knowledge, not to mention practical model railway problems. The membership is drawn from all grades of the bank's staff, and this alone revived for us a question that has occurred to us many times before: What is it that induces such wholehearted enthusiasm for railways ?

We have never been able to satisfy ourselves that we have found the right answer to that question; but the evidence that the question itself expresses a profound truth is overwhelming. When we stop to consider the manner of men who take up model railway work as a hobby, the result is astonishing; statesmen, politicians, doctors, lawyers, clergymen, writers, musicians, artists, and actors are among those who have never been trained in any kind of engineering, and to these, of course, we must now add the staffs of banks ! The number of trained engineering personnel who devote their spare time to our hobby, or to some other railway interest, is very striking, the more so because it includes a high percentage of railwaymen of all grades ! Age has little if any influence in the matter; we all know that the interest in railways manifests itself in many thousands of schoolboys, but the point is that when those boys have left school to take up almost any profession, the railway interest, in many cases, grows keener with advancing age and the acquisition of deeper knowledge.

And this brings us to the fact that the amateur railway enthusiast is often at least as knowledgeable on railway subjects as the professional railwayman; sometimes even more so. So far as we are aware, there is only one industry other than railways to exhibit anything like a comparable state of affairs, and it is concerned with ships and the sea; for there are many of our fellow men who have never been on a sea voyage, yet possess a knowledge of sea-lore and everything pertaining to it that will rival that of any professional seaman.

There is not so much mystery about all this as might, at first, appear. The root of the widespread railway interest is undoubtedly the steam locomotive, the only machine yet invented by man which gives the impression of a live entity with a personality that is irresistible to all who observe it. The ship is not, strictly speaking, a machine; but she has this in common with the steam locomotive; she is one of man's nobler creations which instinctively inspire a feeling of admiration and respect in the human being.

Layout PAGE

Have you

Even if you can't put down a small permanent line, there are many forms of portable baseboards. "Layout Page" this month covers both lines of thought. Many would-be modellers are discouraged by the ever present space problem. If you are one of these, read on.

THE modeller who takes his rolling stock seriously and insists on full length coaches, scale couplings, and all the rest of it, has to pay for this preference with space because stock of this kind will not normally run satisfactorily round curves of less than about 2 ft. radius. On the other hand, a large number of enthusiasts are prepared to forego some of these refinements and employ only vehicles which will negotiate curves down to say 14 in. radius. This includes most "OO" proprietary equipment and quite a fair selection of "scale" items, provided that an efficient coupler is used to prevent buffer locking. The two complete designs on this page both illustrate layouts using sub-standard radii on baseboards small enough to be stored under the divan, sideboard, or in a convenient corner.

In the left hand design, the small high level terminus is based on Bembridge, I.O.W. where the turntable combines turning and run-round facilities. The control panel and stand-by lines are under the high level station and enable trains to be held, remarshalled and returned in either direction.

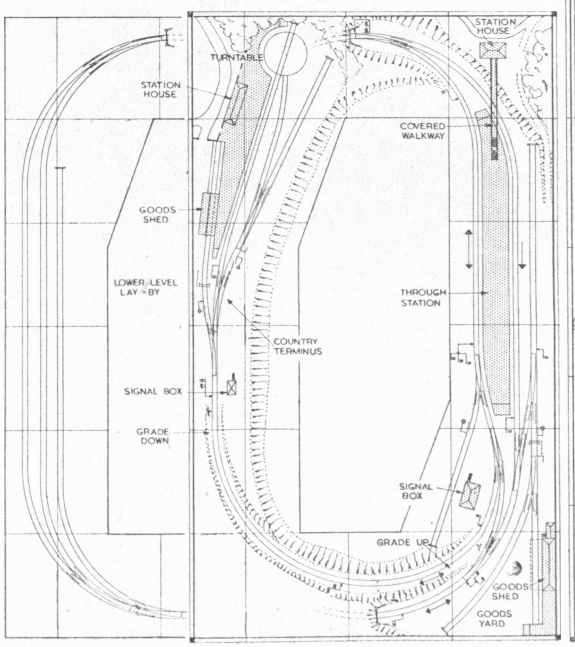
The right hand design contains a small country terminus with a small dock as an attractive scenic feature providing some concrete reason for the railway.

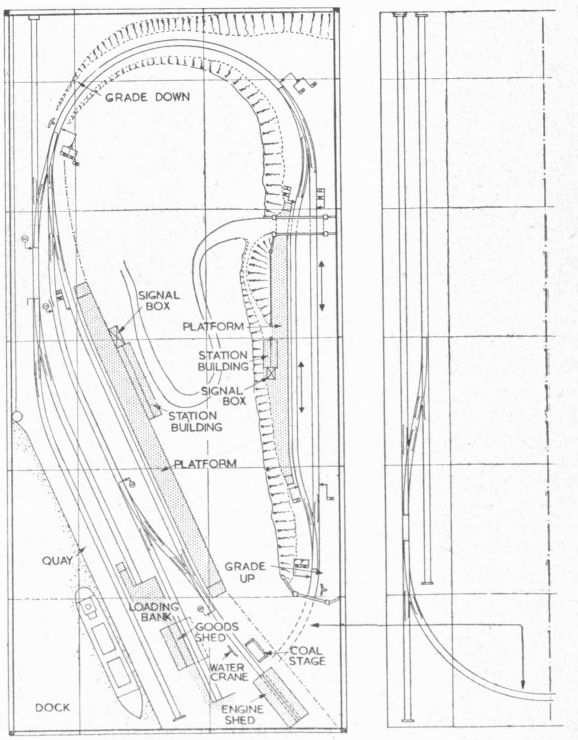
Although there is no continuous run, plenty of train working is possible and again there are lay-by sidings at the hidden low level terminus.

On both of these layouts it would be best to keep things in proportion by running short trains of four, six wheel or short bogie coaches hauled by tank engines.

On the average the platforms would hold trains of three or four short coaches or two bogies.

Each square on the drawings represents one square foot on a 4 mm. scale layout.



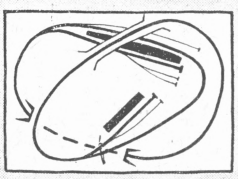


ROOM for a Layout?

LAYOUTS ARE PERSONAL THINGS. YOURS SHOULD BE PLANNED BY YOU FOR YOU, SO WE DON'T EXPECT ANYBODY TO COPY SLAVISHLY THE COMPLETE DESIGNS PUBLISHED EVERY MONTH IN 'LAYOUT PAGE.' THEY ARE ONLY A FEW SUGGESTIONS AMONGST AN ENDLESS VARIETY OF IDEAS. BUT THE BASIC TRACK PATTERNS AND BASEBOARD SHAPES REMAIN AS A GUIDE TO SUCCESSFUL LAYOUTS.

BASEBOARDS CAN BE SQUARE, LIKE THIS

WHICH HAS A SPIRAL CONTINUOUS MAIN LINE AS A BASIS — OR RECTANGULAR LIKE THIS ONE

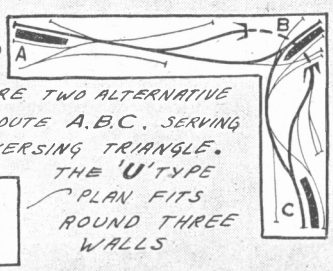


WHICH HAS A TRACK PLAN COMBINING CONTINUOUS AND POINT-TO-POINT OPERATION

LONG, NARROW LAYOUTS (ALONG A SHELF DOWN ONE WALL, FOR INSTANCE) ARE JUST RIGHT IF YOU LIKE POINT-TO-POINT RUNNING. HERE IS ONE POSSIBILITY ON THE BRANCH TERMINUS THEME, WHERE TRACK 'A' DISAPPEARS INTO A TUNNEL WHICH LEADS TO AN IMAGINARY JUNCTION WITH THE MAIN LINE.

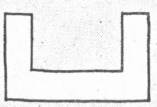
'L' PLAN LAYOUTS, ALONG TWO WALLS, OPEN UP MORE SCOPE FOR THE IMAGINATION.

IN THIS ONE,

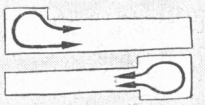


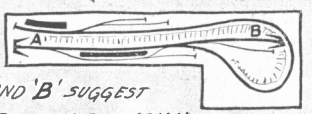
THERE ARE TWO ALTERNATIVE ROUTES, ROUTE A.B.C. SERVING AS A REVERSING TRIANGLE.

THE 'U' TYPE PLAN FITS ROUND THREE WALLS



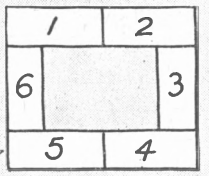
IF YOU HAVE ROOM FOR A RETURN LOOP AT ONE END, YOUR LENGTH OF RUN CAN BE DOUBLED LIKE THIS



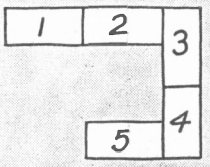


TUNNELS 'A' AND 'B' SUGGEST AN IMAGINARY CONTINUATION OF THE MAIN LINE.

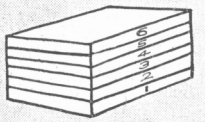
ANY OF THESE LAYOUTS CAN BE BUILT ON PORTABLE SECTIONAL BASEBOARDS WHICH CAN BE LAID OUT LIKE THIS



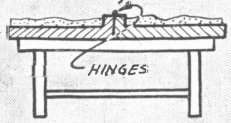
OR PERHAPS



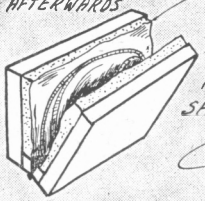
AND STORED AWAY LIKE THIS



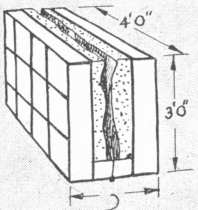
YET ANOTHER WAY IS THE 6ft. x 4ft. FOLDING BASEBOARD WHICH, WHEN IN USE, LIES ON THE DINING ROOM TABLE,



SIMPLY FOLDS UP IN TWO AFTERWARDS



AND CAN BE PACKED AGAINST THE WALL IN QUITE A SMALL SPACE



ABOUT 12" TO 20" DEPENDING ON HEIGHT OF SCENIC FEATURES

AND IF YOU STILL SAY YOU HAVEN'T ROOM FOR A LAYOUT, THEN YOU MUST LIVE IN A 'PHONE BOX, OR ELSE YOU'RE JUST NOT TRYING!

"Paddingto

H. Bergamin describes

DESPITE the title, my layout does not, unfortunately, include a complete run from London to Glorious Devon, but in common with so many other models, it is intended to represent a small section of line in the West Country with a busy but small junction and a seaside terminus.

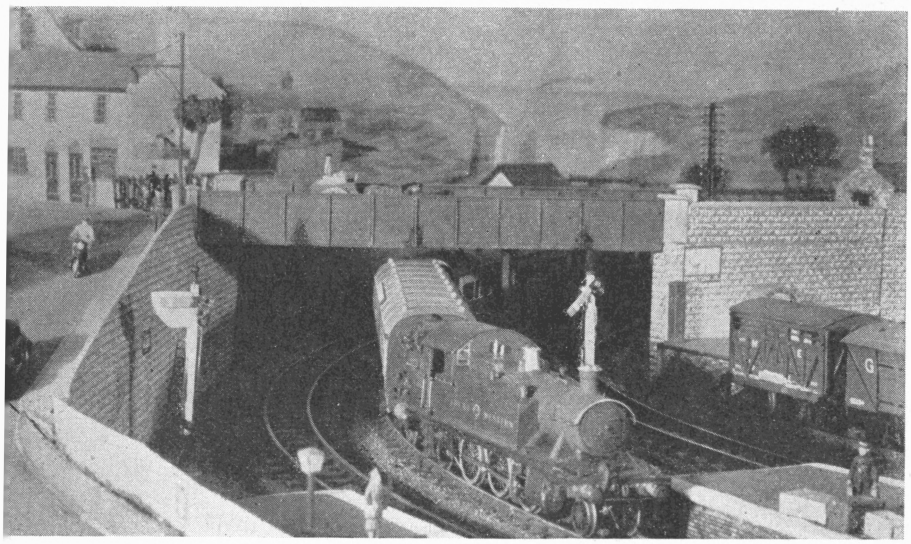
Tawford Junction is supposed to be situated somewhere west of Exeter, on a line which, in theory, was laid by the G.W.R. to the Atlantic coast of Devon, terminating at Broadsands, a seaside resort.

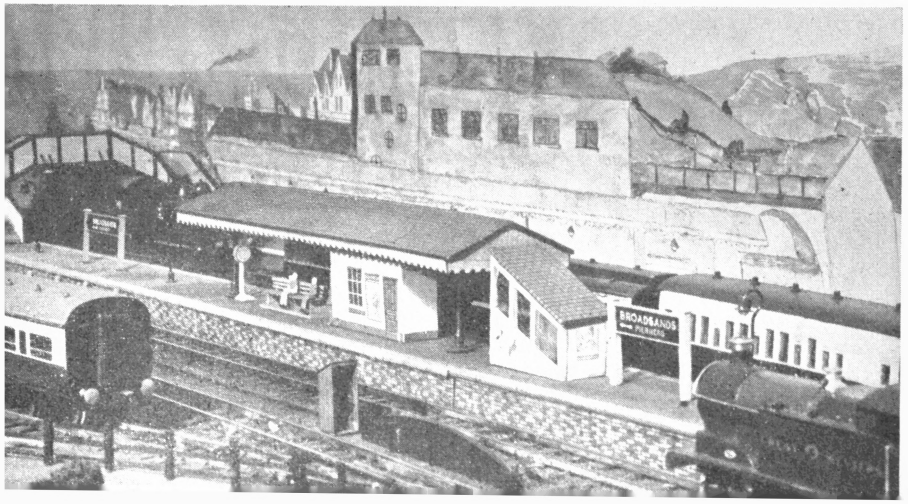
Traffic on the layout is seasonal, and several timetables have been drawn up to cover a typical day's working for both summer and winter. Passenger rolling stock includes several corridor coaches for the " through " trains from Exeter. These are normally drawn by a " 4575 " class locomotive—the heaviest locomotive used, owing to the smallness of the layout.

Local trains are made up of a two coach " B " set, a pair of bogie clerestories, or a three coach set of six wheelers, whilst goods traffic is well catered for by milk tanks, " Mink " vans, a well wagon, and cattle vans.

Motive power consists at present of the " 4575 " " Prairie " already mentioned, a Taff Vale " A " class 0-6-2T (2-railed Hornby Dublo tank with heavily modified body) a hand-built " 1400 " class 0-4-2T, and three of the familiar pannier tanks.

The layout is fully portable, being made up of seven sections, 18 in. wide, each section being fitted with folding legs. Electrical connections of the tracks between sections are effected by spring contacts screwed into the " roadbed." The ends of the rails are then soldered to these, ensuring good contact and perfect location of the rail ends at each section joint.





Top: Mr. Bergamin, seated at Tawford Junction controls, gets ready for a " local " run to Broadsands

Centre: Holiday time! A summer special for Broadsands arrives at Tawford behind a 2-6-2T

Bottom: Broadsands station. The locomotive in the bottom right-hand corner is a " Taff Vale " 0-6-2T

n to Broadsands"

his portable "00" layout modelled in West Country style

There are two control positions, as may be seen from the plan. No. 1, or Tawford, controls the traffic between the Exeter Road bridge, through Tawford Junction and yard to the tunnels at Wencombe Hill. Incidentally, the village of Wencombe is purely fictional, as the branch line from platform 3 at Tawford terminates under Wencombe Hill. Sole traffic is a single auto-trailer and 0-4-2T.

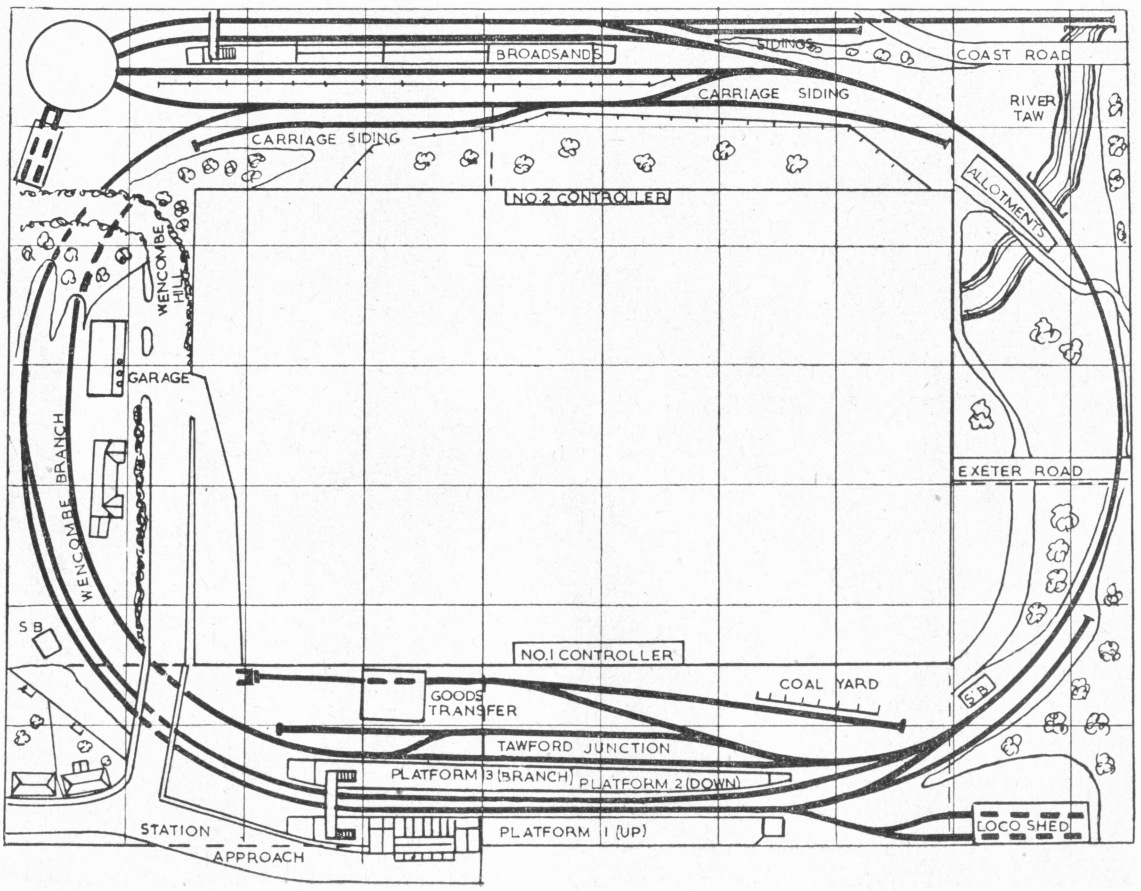
Controller No. 2 covers the rest of the layout, but the "main-line" can be completely taken over by either controller, enabling a train to run round continuously while allowing shunting operations to continue at either of the stations.

Now a word about timetable working. Owing to the usual snag of insufficient space, I found it difficult to include two termini *and* a junction station, and as I particularly wanted the junction, a little imagination has to be used in place of a second terminus.

For example; referring to the plan and assuming a local passenger train is leaving Broadsands for Exeter, No. 2 (Broadsands) control offers the train to No. 1 (Tawford) control, who takes over at the Exeter Road intersection and runs the train into Tawford UP platform. Then after a suitable pause, the train continues on its way towards Wencombe tunnel when No. 2 control again takes over. At this stage, either of two things can be done. The train can be shunted into one of the carriage sidings shown, or it becomes a train of empty stock, and is backed into one of the Broadsands platforms. This arrangement has been found to work very well so far, although it is quite a headache working out the timetables.

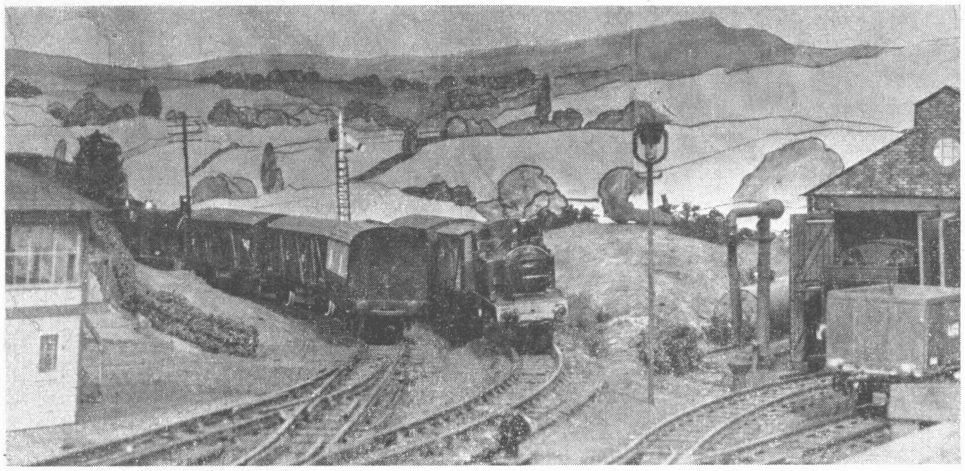
All the photographs apart from the one in the heading were taken by my friend and fellow enthusiast, Mr. A. C. Wehrli.

MORE PHOTOS OVERLEAF

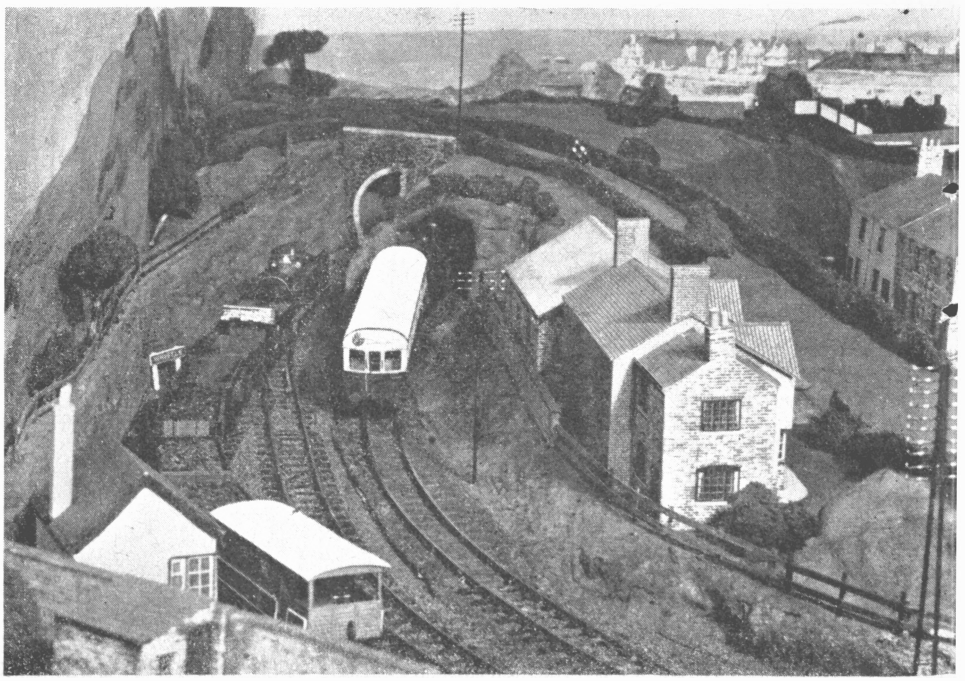


PADDINGTON TO BROADSANDS (contd.)

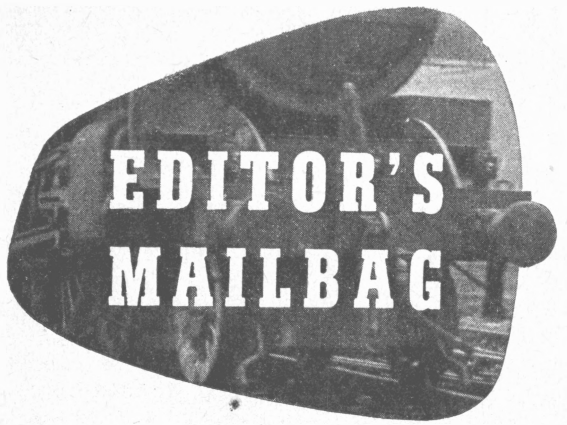
In this bird's eye view of Tawford Junction, the 0-4-2T heads a local 2-coach "B" set, while the 2-6-2T (extreme right hand) marshalls goods stock



Tawford West Box on left; engine shed on right. The 0-6-2T shunts a parcels train for Exeter while the local goods waits in the refuge siding



Train of open wagons behind 0-6-2T passes Tawford East Box on the Up line. The push-pull on the branch has come from Wencombe



Information Required

DEAR SIR,—I would like to get in touch with anyone who can help me in my search for drawings of " Caledonian " and Highland Railway coaches and goods-brake vans.

Could anyone tell me the style of painting of " Caley " and Highland station and signal-boxes in the late thirties ?

Yours faithfully,

Bonnybridge, Stirlingshire. J. G. D. BOYLE.

Standard Dimensions

DEAR SIR,—Mr. Lake's letter (February issue) is interesting but not convincing. I am in full agreement with Mr. P. L. Taylor after some correspondence with one of the leading lights of the B.R.M.S.B., and my own practical experience on my own Orkward Valley layout.

The B.R.M.S.B. have made the best of a very difficult situation by accepting a number of standards imposed upon them by the British manufacturers. We are still far away from a common " OO " gauge beyond a generally accepted rail gauge of 16.5 mm., a wide acceptance of 12 volts d.c. for power, and a majority vote on Peco-Simplex couplings.

What are the main bones of contention ? Flanges, Insulation, Couplings, and Locomotive Current Collection.

Flanges divide " OO " gauge into a number of separate systems. There can be no satisfactory through running of locomotives and rolling stock on a common " OO " gauge track with fixed-frog points. Diversities of flange demand varying check rail clearances and rail depth. Various manufacturers are jealous of their individual proprietary tracks. They have no need to worry. A common back-to-back wheel standard dimension is imperative. To reach a common standard anything in the nature of a thick flange is impracticable. A common standard flange depth, not true to scale is highly practicable. True-to-scale merchants will resent this, but there is a possibility that true-to-scale flat rail soldered track would suit this common standard flange depth. This " OO " gauge common flange standard would give satisfactory running on all proprietary tracks. To date Farish wheels closely reach this standard.

Insulation isolates Hornby Dublo from all others. Insulation is a vital factor to common three- and two-rail running. Plastic wheels or Insulaxles cater for this effectively. Insulating locomotives means additional cost of production but is more than offset by wider market and use that an insulated locomotive commands on both two- and three-rail tracks.

Couplings

The hunt for the super auto-coupling continues, and the chaos increases. There may be something said for the auto-coupling, but not for its varied non-changeable forms. Some common standard may never be reached over the coupling itself, but a great deal could be done about a common position and method of anchorage. Then locomotives and rolling stock could be bought without couplings, and the chosen type of auto-couplings easily added and affixed to a ready positioned anchorage.

Current Collection

The ideal for 2-rail is via the driving wheels. But in " OO " gauge we have also three-rail centre and outside, and stud. A " OO " gauge locomotive, therefore, needs some easily adjusted type of collector to meet these various forms.

To sum up the present situation, we have too many British " OO " gauge manufacturers who are more concerned about their own respective systems than the wider market a common " OO " gauge offers.

If they cannot reach agreement about a common standard, then the only alternative is that they should realise their shortcomings by selling their products at such a reasonable price that conversion to other systems is a practicable and economic possibility.

Yours faithfully,

Colne. H. PUGHE MORGAN.

DEAR SIR,—The letter of Mr. P. L. Taylor, in the January issue, prompts me to remind modellers generally of the attempt at forming a national club for our hobby by *The Model Railway Constructor*, about three years ago. This met with very little response from modellers, and in a letter I received shortly afterwards, Mr. R. J. Raymond (the editor) suggested that this is probably due to the Americans being far more seriously-minded on the subject of nation-wide clubs and events in any hobby. This, feels Mr. Raymond, and I am bound to agree with him, equally applies to modelling railways.

On the subject of taking up matters with the trade re standards of accuracy, attention to detail and of course quality and price, there seems to me also to be lacking in this country anybody to govern the above points. A national club could at least make certain strong recommendations to the trade, especially on the extremely important subject of standard dimensions.

In reply to Mr. Taylor's last question, I suggest that some adaptation, or scrapping of either the B.R.M.S.B. or N.M.R.A. codes would be inevitable; but it must be remembered that there are two very relevant points here again. The first is the large numbers of modellers who already use one or other of these standards. How would any changes affect them and their existing layout ? Would this mean vast alterations because new standards would not match old ones ?

The second point I should like to make is about the manufacturers and their attitude to any new standards. It would certainly mean a great deal of extra cost to them in the way of jigs, dies, etc., and this would be passed on to the modeller himself, making our hobby even more expensive than it already is. Surely, this is something we should all try to avoid ?

In conclusion, I should like to mention the B.R.M.S.B. and the grand work it is doing, even if it is a " rather vague and mysterious body " as Mr. Taylor says. The standards laid down by the bureau are the first of their kind in this country and represent quite a lot of work, I'm sure. Good luck, B.R.S.M.B. !

Yours faithfully,

Malvern. JOHN POWLES.

THE 1954 MODEL RAILWAY CLUB EXHIBITION

'M.R.N.' PREVIEWS

The BIGGEST show of its kind in the world

AS visitors walk into this year's M.R.C. Exhibition at Central Hall, Westminster, another wonderful collection of railway models will await their admiration. This year, the organisers have again replanned the entire show to improve the presentation of the exhibits and make it easier for the thousands of enthusiastic scrutineers to move from stand to stand.

A considerable alteration in the appearance of the ground floor display has been achieved by moving the passenger carrying track to one side and at an angle to the walls. Five stands on this floor are also on the skew which should help to avoid congestion during peak periods. The Trix Twin working layout previously housed on the lower floor this time occupies the position held last year by the club's "OF" layout which has been moved to the lower floor annexe.

Amongst the many changes in the lower floor layout, visitors will be pleased to note that the "O" gauge garden line is back again, this time modified to give continuous and point-to-point running. Main line and local passenger trains, as well as goods trains will be available for the four pre-nationalisation groups and the operators plan to represent a different group during each running session.

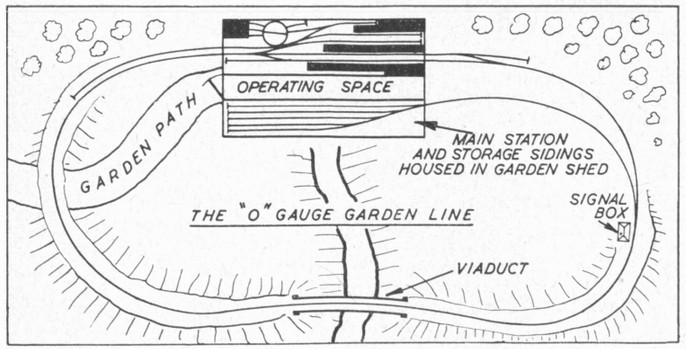
The Manchester Model Railway Society's "EM" gauge layout, otherwise known as the "Dog Track," makes its first London appearance on Stand No. 33 and we welcome it as a first class example of the standard of modelling achieved in the North.

Adjacent to this is the British Railways Locomotive cab, a full-size detailed "mock-up" which will intrigue the older, as well as the younger, railway lover.

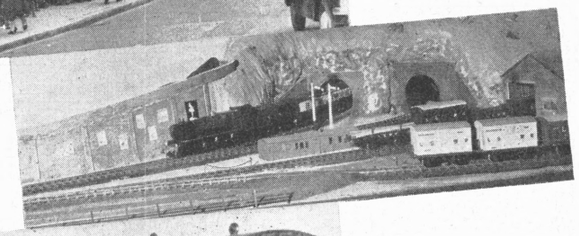
The layout staged by the Gauge One Model Railway Association is quite different from earlier designs. This year they have a fine 80 ft. long point-to-point line with a small terminus at one end and concealed storage and marshalling tracks at the other. Midway will be a level crossing with working gates. With such a length of run, something approaching full-size practice becomes a real necessity for the efficient working of trains and block instruments as well as telephones between operators are to be installed. The flavour will be strongly "Southern" with electric and steam outline locomotives in use. In addition some clockwork running is expected.

Quite near to the Gauge One layout and taking up rather less space, is a tiny but fascinating layout for narrow-gauge fans to study. This 4 mm. scale line, with a 12 mm. gauge, is a joint

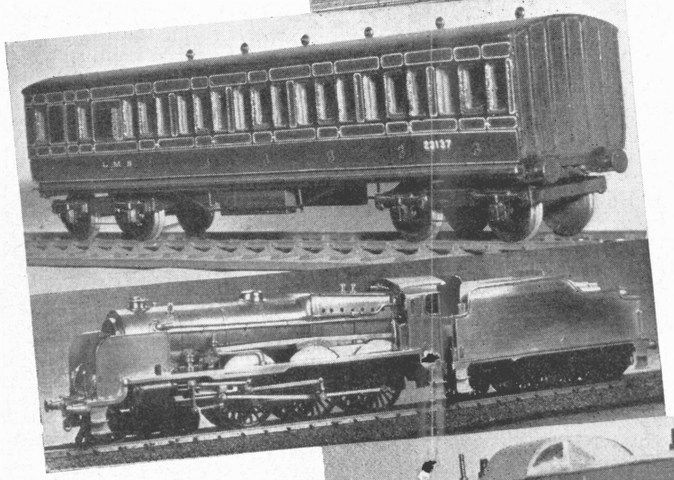
(*Continued on page* 73)



Just to set the atmosphere, here is a shot taken last year, of the eager queue waiting for their annual feast of railway modelling.

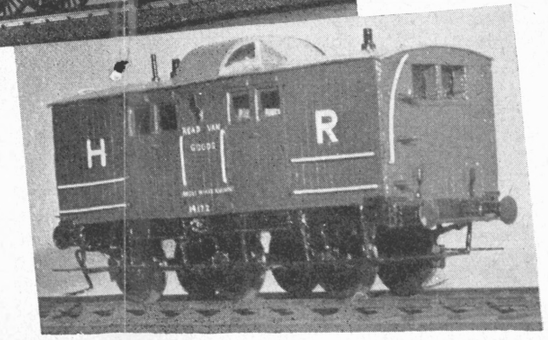


Teamwork built the club's "OF" working layout shown here at last year's exhibition.

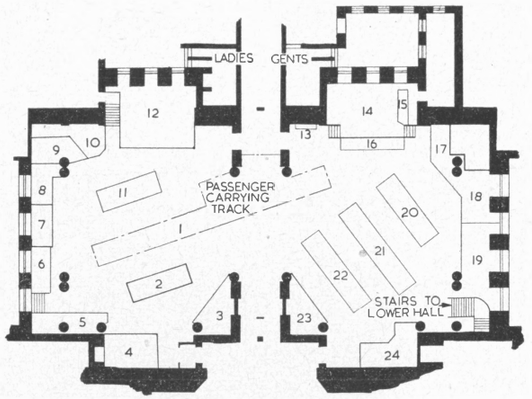


This 7-mm. scale ex-M.R. coach is a joint effort by Messrs. Della-Gana, Forrest and Eagles.

This 16.5-mm. gauge Lord Nelson, a first attempt by J. S. Bremner and built on a "kitchen-table" workshop, is an inspiration to all model locomotive builders.



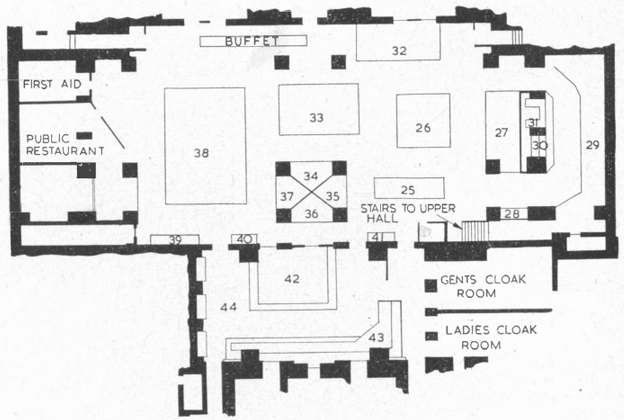
E. Bankins built this unusual and attractive model of the Highland Railway 6-wheeled goods brake van.



GROUND FLOOR STANDS

No.
1. PASSENGER CARRYING TRACK
2. M.R.C. SOUTHERN MODELS
3. HAMBLINGS LTD.
4. BUCK & RYAN LTD.
5. C.C.W. PRODUCTIONS
6. MODELCRAFT LTD.
7. PERCIVAL MARSHALL & CO. LTD. "MODEL RAILWAY NEWS"
8. BASSETT-LOWKE LTD.
9. KIRDON ELECTRIC LTD.
10. TAYLOR & McKENNA
11. M.R.C. L.N.E.R. MODELS

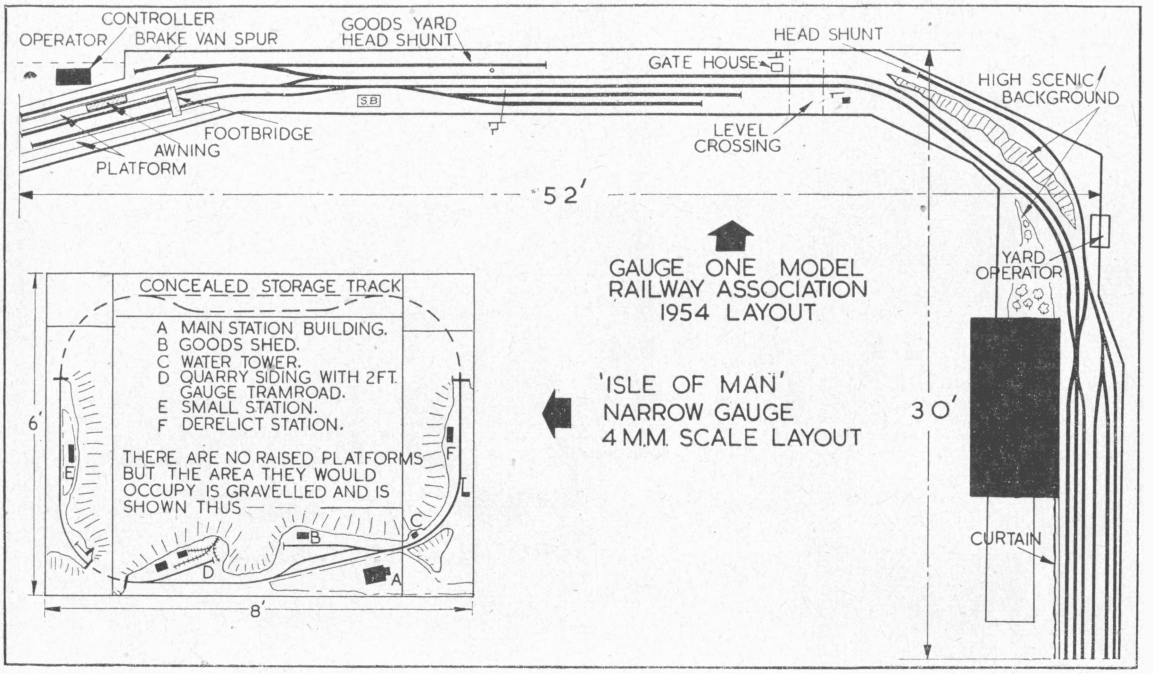
No.
12. TRIX LTD.
13. RAWLPLUG CO. LTD.
14. FULL-SIZE EQUIPMENT
15. ENQUIRIES
16. M.R.C. FREELANCE MODELS
17. THE RAILWAY MODELLER
18. PRITCHARD PATENT PRODUCT CO.
19. IAN ALLAN LTD.
20. M.R.C. L.M.S. MODELS
21. M.R.C. AMERICAN MODELS
22. VISITING CLUBS
23. WALKERS & HOLTZAPFFEL LTD.
24. ALLAN BRETT CANNON LTD.

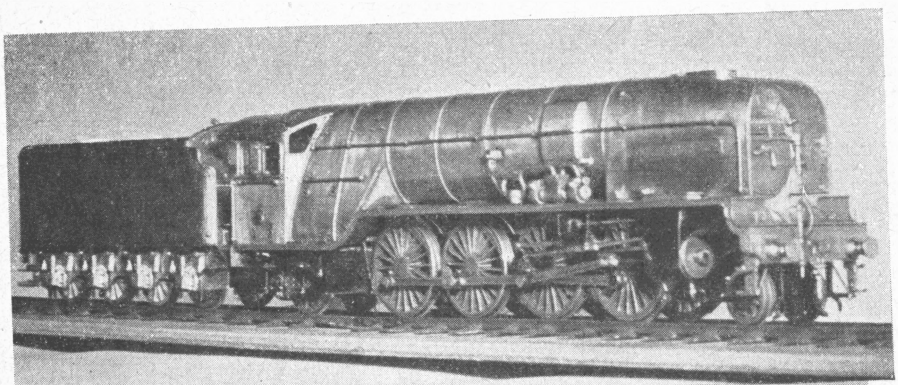


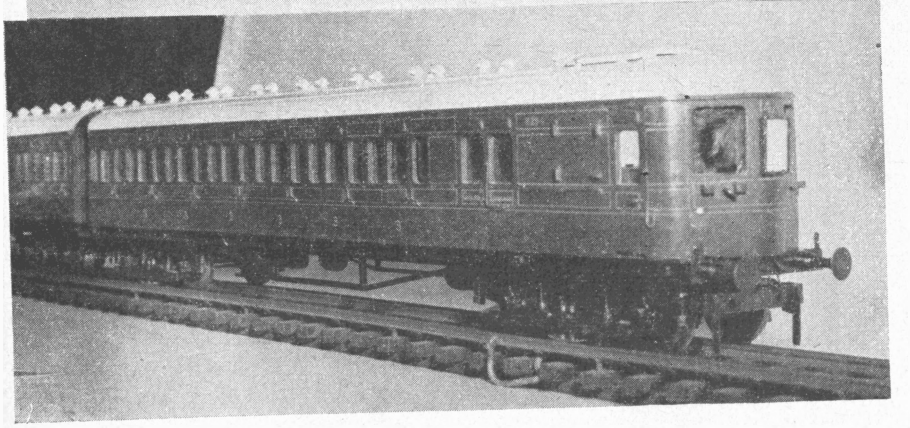
LOWER FLOOR STANDS

No.
25. M.R.C. G.W.R. MODELS
26. BRITISH RAILWAYS CAB
27. TALYLLYN R.P.S.
28. GAUGE "1" M.R.A.
29. GAUGE "1" M.R.A. LAYOUT
30. M.R.C. JUNIOR SECTION
31. NARROW GAUGE LAYOUT
32. HORNBY DUBLO LAYOUT
33. MANCHESTER M.R.S. LAYOUT
34. WEBSTER DEVELOPMENT CO.

No.
35. MODELMAKER MAGAZINE
36. K's
37. THE RAILWAY WORLD
38. "O" GAUGE GARDEN LAYOUT
39. G.W. 4 mm. CIRCLE
40. "EM" GAUGE TERMINUS
41. RESERVE STAND
42. M.R.C. "OF" GAUGE LAYOUT
43. TRAMWAY & LIGHT RLY. SOCIETY
44. LARGE SCALE STEAM MODELS







Photographs on this page :

Top : F. Reynolds of Newcastle, has almost completed his 4-mm. scale Pittman motored "Cock-of-the-North."

Bottom : An old friend back again is L. G. Brampton's L.S.W.R. electric set in Gauge "1."

Photographs on opposite page :

Top to Bottom : This pretty Furness railcar and trailer had its chassis and motor bogie made by A. P. Hancox. F. G. Roomes made and painted the bodies and Ron Wood took the photograph ; Andrew Dunbar, a "Tilbury" enthusiast, built and painted this E.M.-gauge four-wheeler, complete with company's crests ; look out for this "D1" Brighton tank on the "OF" layout. It was originally built by Bernard Miller and has now been acquired by the club ; the one and only Watlington Branch brake van modelled by R. E. Gilbert in "O" gauge. The L M S. cattle van is another nice job from the same builder.

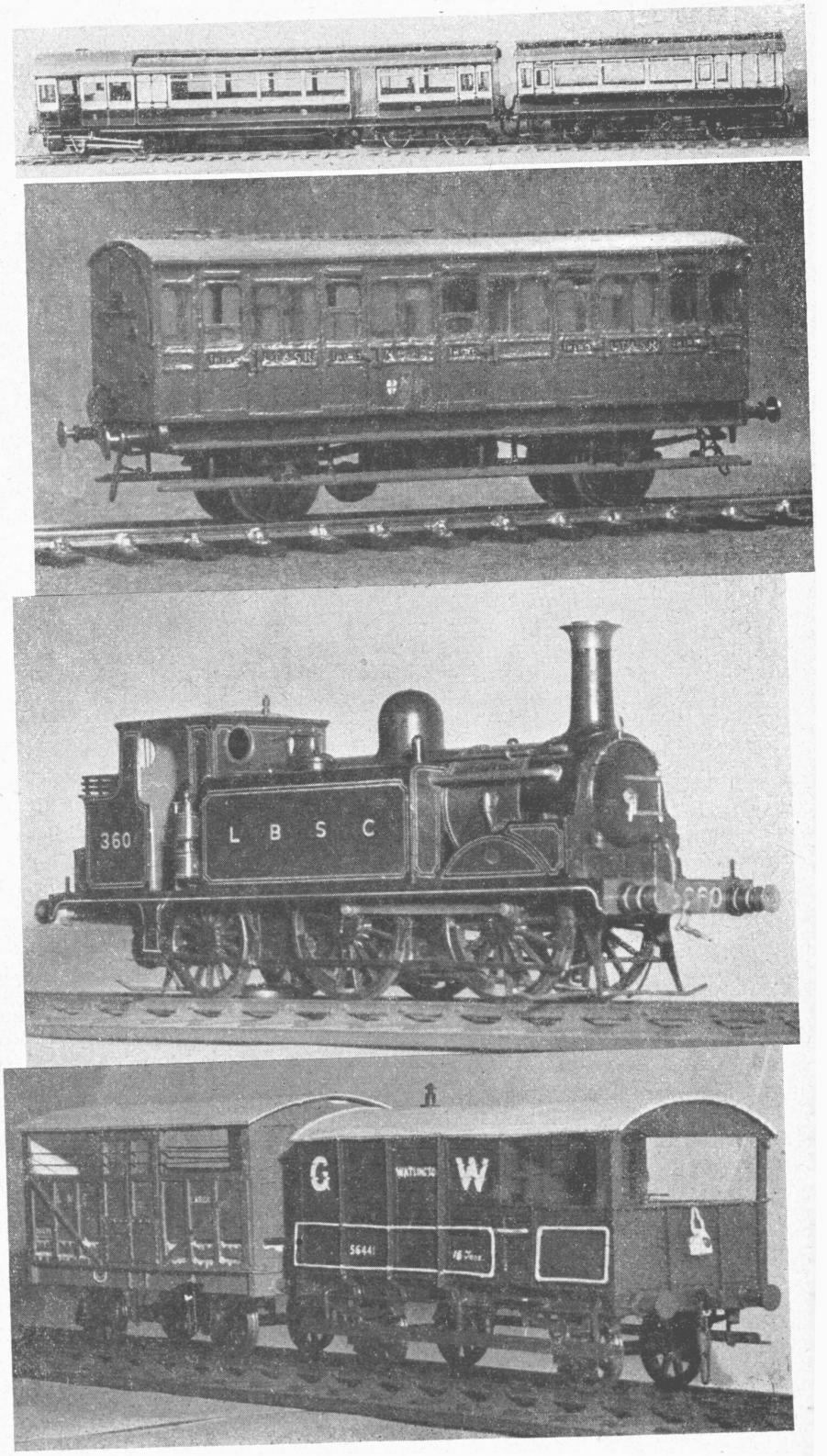
effort by C. V. Burkard and D. A. Boreham, the club secretary. It is based on the 3 ft. gauge Isle of Man Railway practice as most of the rolling stock will show, but to convey the idea of size without taking up too much space (a fascinating problem at any time) rather high mountain scenery has been used instead of a wide rolling country so that the effect is more reminiscent of North Wales. The line is, therefore, strictly a free-lance one with quite a simple track plan and should appeal to everyone with a leaning towards " narrow-gauge rails."

On Stand No 42 in the annexe will be found the club's own fine scale " O " gauge layout which a few weeks ago made its appearance on TV. Though the same track plan is in use, the frontal scenery has been extensively remodelled and improved facilities in the rear storage yards should enable the operators to surpass even the excellent parade of trains which we saw last year.

Opposite the " O " gauge layout and also in the annexe, the Tramway & Light Railway Society are going to demonstrate on a model tram track how trams change over their pick-up from the overhead wire to the ground level conduit between the rails—something which can no longer be seen in London.

The Model Railway Club is, for the second time, issuing its official guide to the exhibition and this year's edition will be on sale in the entrance hall and in the body of the exhibition. This is not a catalogued list of every exhibit, but gives, in a readable form, full information about the individual group exhibits, the working layouts, trade stands and exhibition amenities.

And so, in the space available, we have once more tried to outline this great annual event in the hobby. Just as a parting reminder, this year's show opens at 2.0 p.m. on Tuesday, April 20th and at 10.30 a.m. from Wednesday 21st to Saturday 24th, closing at 9.30 every night, so you have five days from which to choose. What's more—it's a good 2s. 6d. worth. Don't miss it !



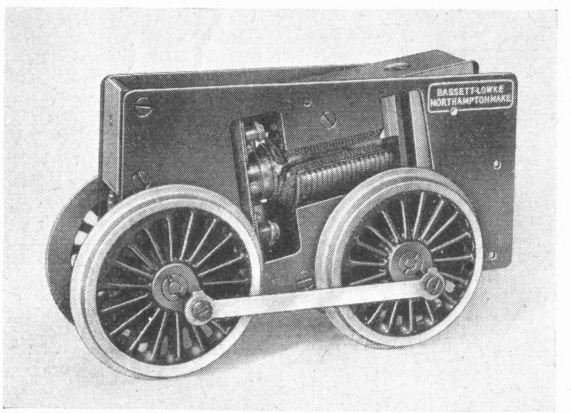
TRADE STANDS
AT THE MODEL RAILWAY EXHIBITION

AT this year's exhibition, the many regular trade exhibitors are joined by three firms who are in the show for the first time, Kirdon's, K's and Taylor & McKenna. Apart from the Press and publishing trade, fifteen stands are occupied by firms supplying parts and finished goods to the hobby. Here, in alphabetical order, is a brief survey of their offerings for 1954.

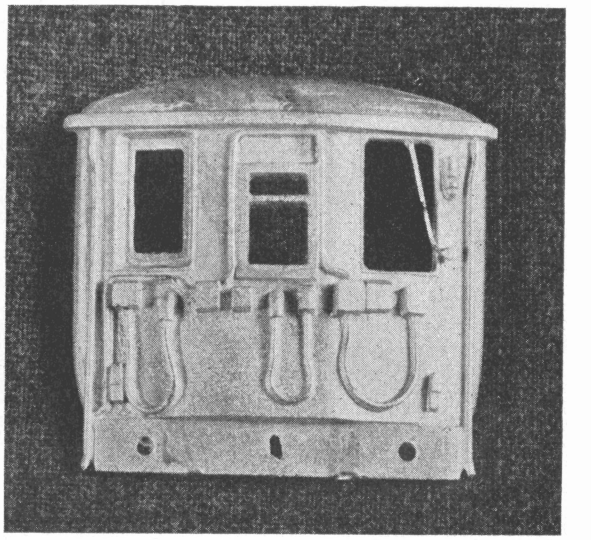
Allan Brett Cannon Ltd. Stand No. 24.
Their comprehensive selection of proprietary and " scale " goods will be available including a range of Fleischmann 2-rail locomotives and coaches for " OO " gauge and wagon kits at 4s. 11d. each. The central attraction on the stand will certainly be the new Pulse Power Units giving an unbelievably smooth control down to extremely slow speeds.

Bassett-Lowke Ltd. Stand No. 8.
Here will be found the whole range of parts for " O " gauge modellers as well as finished products. Constructional parts available will interest builders of track, signals, locomotives, coaches, wagons, control gear, and so on. Their standard electric mechanisms for locomotives and electric motor coaches can also be inspected and purchased.

Buck & Ryan Ltd. Stand No. 4.
This excellent tool firm again occupies its usual place in the exhibition and can supply on the stand every workshop requirement of the model railway mechanic. The whole range of equipment from the smallest hand-tools to screwcutting lathes will be on show and available for purchase.



The Bassett-Lowke " O " gauge " Permag " 12 V., d.c. mechanism No. 1462/0.



This fully detailed cast front goes in CCW's kit for the S.R. 2-Bil unit.

CCW Productions. Stand No. 5.
The full range of this company's well-known coach kits will be shown, in addition to some Type " B " kits which have cast metal ends. One, illustrated here, is a beautiful casting of a motor coach front for the S.R. 2-Bil unit, marketed by CCW in their kits P.71H and P.72H.

Hamblings. Stand No. 3.
The vast range from the " Home of ' OO ' " is here again. Special items include a new 0-4-0 saddle tank locomotive called the *Gnat*, die-cast by " Essar " and available, ready to run, for 95s. plus 13s. 10d. purchase tax or in kit form with or without the mechanism. New Bilteezi sheets and an improved range of Hambling locomotive wheels are other points worth following up.

Kirdon Electric Ltd. Stand No. 9.
Here is a complete range of electrical equipment for your layout—resistances, power packs for single or split potential and cab control and of course, the T.S.5 solenoid motor. Their Trestle and Girder Bridge kits are other notable lines worth close consideration.

K's. Stand No. 36.
K's finished track can be seen on this stand and covers a fine crossover, illustrated here, for universal running, laid with B.R.M.S.B. rail on the Evans

sleeper bases now obtainable through this company. Other items are sprung locomotive buffers with square bases at 1s. 9d. a set, and 20, 30 and 40 : 1 nylon gears and steel worms suitable for " OO " at 5s. 6d. a set.

Meccano Ltd. Stand No. 32.

The working Hornby-Dublo layout which was so popular last year will again be featured by Meccano Ltd. on the lower floor. This layout will contain all the latest Hornby-Dublo electric railway developments and show the excellent operation possibilities in limited space.

Modelcraft Ltd. Stand No. 6.

This company's attractive lineside kits for " OO " gauge, of which there are nine available at present, and their building papers, will be on show. No. 10 " Scenic Modelling " in the Edward Beal series will be there, and it is hoped to have No. 11 " Modelling Locomotives " out in time for the show.

Pritchard Patent Product Co. Ltd. Stand No. 18.

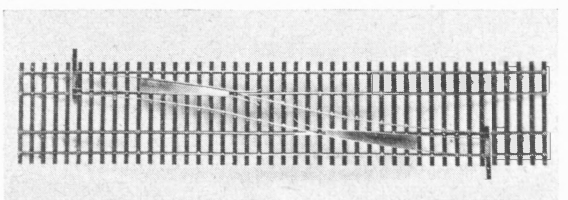
Pecoway Type " A " standard track will be reduced in price as from the exhibition to 2s. 6d. per length including purchase tax. The new Peco rail joiner firmly connects rail ends and avoids separate bonding. They are only 1s. 10d. for two dozen and fit flat-bottom track only. Have a look at the nylon spoked wagon wheels. The price is 1s. 4d. per set.

Rawlplug Co. Ltd. Stand No. 13.

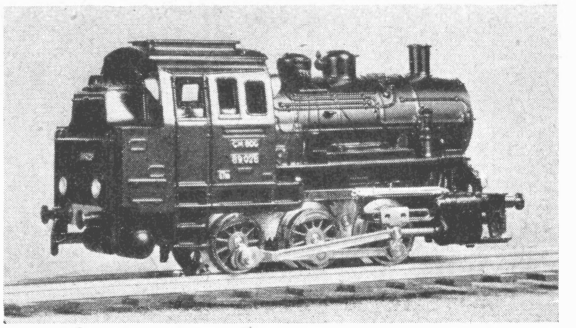
This is a showcase display to introduce Rawlplug fixing devices, tools and products to model makers because they provide the answer to many problems in fixing machines and equipment to workshop floors and walls. " Durofix " and " Rawlplug " plastic wood both have a large place in the modelling field with many useful applications.

Taylor & McKenna. Stand No. 10.

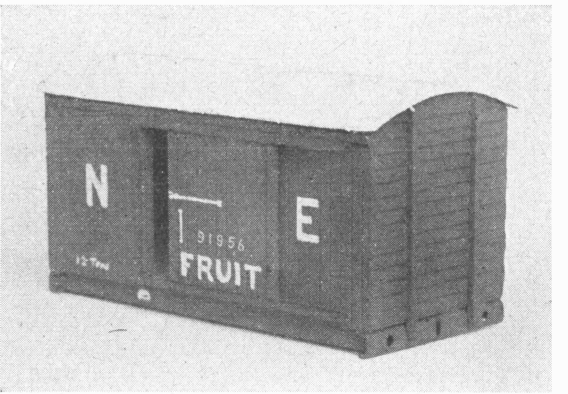
Centre-piece of this stand will be a 3-rail and stud layout running Marklin and Rivarossi stock with automatic signalling, station stops and whistling. New Marklin models available include the beautiful 0-6-0T illustrated here (£2 16s. 3d.) and an 0-6-0 electric locomotive at £4 7s. 6d. for overhead, centre 3rd or stud electrification. Don't miss the Faller collection of Continental buildings and trees. These charming models have a price range of from 8s. for a small house to £5 5s. 0d. for a large station, all models in 3½ mm. scale. Trees are between one and three shillings each.



K's Universal crossover laid with B.R.M.S.B. rail



Marklin CM.800 tank obtainable from Taylor & McKenna.



One of the new wagon kits from Webster Development Co. makes this van.

Trix Ltd. Stand No. 12.

Action is the word for the Trix Twin layout, which this year includes the *Meteor* high-speed 3-car " diesel " train, whistling anywhere on the track, reversing, changing head and tail light colours, all by means of the new Manyways control. Another feature is the elevator conveyor which picks up coal dumped by the mineral train and transports it across the layout for re-loading. This is the system with the accent on operation.

Walkers & Holtzapffel Ltd. Stand No. 23.

The full range of " O " and " OO " gauge equipment carried by this company will be available on this stand including the well-known Romford mechanisms, motor bogies and locomotive wheels. There will also be a special display of Exley coaches. Visitors are particularly recommended to see the demonstrations of the Romford " Phantom " motor unit, a new high power design recently developed.

Webster Development Co. Stand No. 34.

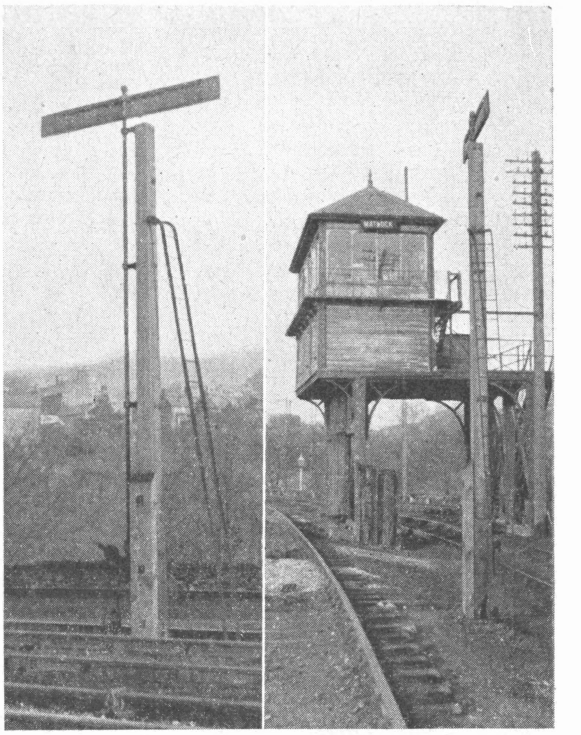
The makers of the " Ratio " coach kits will have their full range available at the exhibition and this year additions include more " O " gauge kits and manufacturers' prototype samples of a " OO " wagon kit range covering for the moment cattle wagons, G.W. 6-wheel Siphons, the outside framed bogie Siphon, refrigerator vans, an N.E. fruit van with sliding doors and a 25 ton N.E. bogie van.

RAILWAY TOPICS

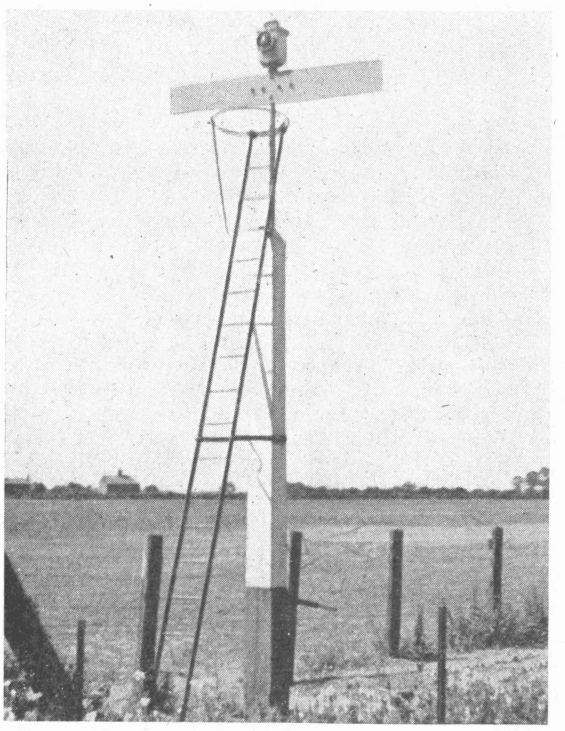
by J. N. Maskelyne, A.I.Loco.E.

MORE ODD SIGNALS

PROBABLY, most of my readers may be surprised to learn that some examples of the old disc-and-crossbar type of signal could be found, still in use, within very recent times; I am not sure, however, whether they are surviving now, but the plain cross-bar type, without disc, did survive to become the property of British Railways, and I am able to illustrate two of these, through the kindness of readers. The first is one that is known to me, and I think it can still be seen by any quick-sighted enthusiast from a passing train. This interesting old signal stands at the entrance to the goods shed, on the Up side of the line at the north end of the station at Matlock, L.M.R., and I am indebted to Mr. H. S. Orback for two photographs of it, in both of which the signal is seen in the "off" position; in the "on" position, the crossbar is turned through 90 deg., so as to stand at right-angles to the track. It is evidently used in daylight hours only, since there appears to be no provision for a lamp.



Crossbar signal at Matlock, L.M.R.



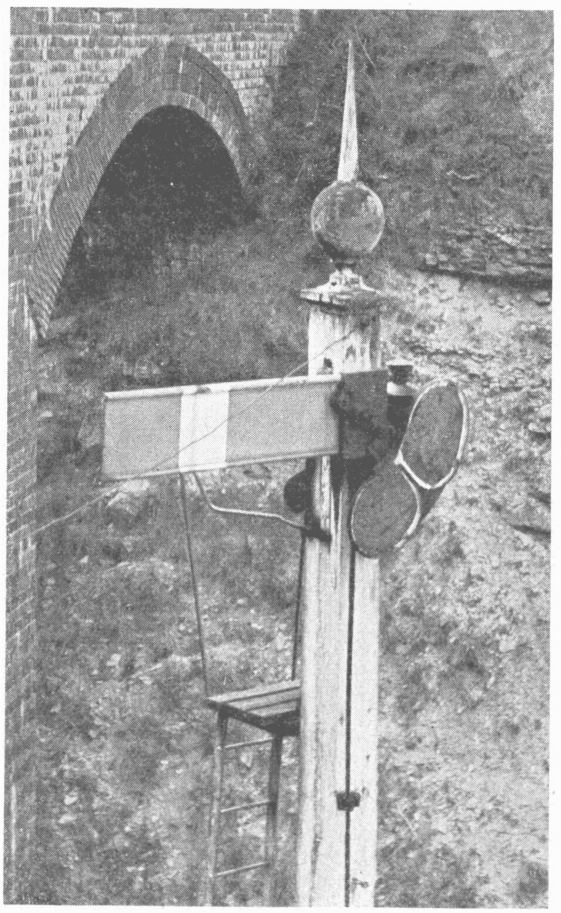
Crossbar signal at a level crossing near Fakenham, Norfolk

The other example, for the photograph of which I am indebted to Mr. D. J. W. Brough, is (or was, in 1948) at a level crossing near Fakenham, Norfolk, on the Dereham - Wells-on-Sea single line. This signal has a lamp at the top, which the crossing-keeper turns towards an oncoming train if the crossing is occupied. Owing to the sparsity of traffic, this quaintly primitive device is quite adequate for the purpose. I presume it is still there, but cannot be definite, as I have had no news of it recently.

Perhaps, the greatest number of signal oddities was to be found on the old Great Western Railway, and I have illustrated some of them in past instalments of Railway Topics. I add another one now, reproduced from a photograph sent me by Mr. J. F. Russell-Smith. At first glance, it is simply an

ordinary G.W.R. signal, except that the arm is of metal instead of wood; it is attached to a standard backplate and spectacles. It is the finial that is the interesting feature, in that it has a large, solid wooden ball instead of the usual hollow casting with slots in it. This particular signal was photographed at Notgrove, Gloucestershire, in 1952, and I have known only one other like it; it formerly stood at the end of the platform, just below the overbridge at Compton, Berks, on the Didcot-Newbury line. I intended to photograph it, but when, some time after I had first noticed it, I took my camera to Compton, I found I was too late; a brand new cast-iron post, with all the latest fittings, had replaced it.

I am sure that the wooden post of the Notgrove signal must be very old. since the photograph clearly shows the narrow wooden insert that blocked up the slot in which an arm formerly worked; and slotted-post signals have not been in use on the Great Western Railway since 1895 !



This G.W.R. signal at Notgrove, Gloucestershire, has a metal arm attached to a standard backplate and spectacles, and a solid wooden finial instead of the more usual hollow cast type

FOR THE BOOKSHELF

P. L. A. Railways, by Thomas B. Peacock. (London: The Locomotive Publishing Co. Ltd.). 117 pages, 5½ in. by 8 in. Coloured frontispiece. Numerous illustrations in line and half tone. Price 15s. net.

Of the minor railways of Britain, there is probably none that is less known to the general public than the important system owned and operated by the Port of London Authority. This is scarcely surprising, because the passenger traffic formerly available conveyed only dock workers and ships' passengers, and was, in any case, sparse or even intermittent. The freight traffic, on the other hand, is considerable and intensive, demanding fully equipped and well maintained railway facilities. There is a stud of nearly fifty locomotives and a collection of about 550 vans and wagons; all these work within the dock area and are never seen out on the main trunk lines. The entire system and its equipment are such as would provide the model railway enthusiast with more than a few ideas for model layouts. The signals are of the lower-quadrant semaphore type of distinctive appearance; all are stop signals, some fixed, and there are no distant signals.

All these features are described in this book, and there is much very interesting historical matter written in an easy style which is pleasing to read. There are several well-drawn maps which help greatly in visualising the intricacies of this remarkable railway system which serves and connects the various docks on the north bank of the Thames, from East London (Millwall) to Tilbury, a distance of about 20 miles.

The halftone illustrations are from photographs obtained from several different sources, and many of them have never been published before; they are of great interest, not only to the locomotive enthusiast, but also to the historian and the seeker after ideas for warehouses, goods sheds and other railway buildings.

This is a book that we have enjoyed, and we have no hesitation in commending it to the attention of our readers; it will certainly help to spread knowledge of a railway system that is unusual if not unique. A descriptive list of 88 steam locomotives and three railcars is included.

How I Became an Engine Driver, by Norman McKillop. (Edinburgh: Thomas Nelson & Sons Ltd.). 116 pages, 5 in. by 7½ in. Illustrated. Price 5s. net.

One of the best-known enginemen in the Scottish Region of British Railways is the author of this informative and often diverting book; and he writes in a style that immediately captivates the reader. For, not only does Mr. McKillop describe just how he became an engine-driver, but he shows quite clearly how any keen lad can do the same thing; and, at the same time, the book is one of the clearest descriptions of the steam locomotive that has yet come to our notice, written in a manner that anyone can understand.

The frontispiece is a portrait of the author, who is seen in his natural surroundings. Other halftone plates depict well-known B.R. locomotive types and a useful close-up of Walschaerts valve-gear. The line drawings, all of which are unusual, illustrate some important matters dealt with in the text; at least one of them assumes a dramatic aspect by illustrating a hazard which probably few people ever think of, the result of a burst superheater tube; and, incidentally, we do not care to think how such an emergency is dealt with on an engine in which the regulator, or throttle, is on the *hot* side of the superheater !

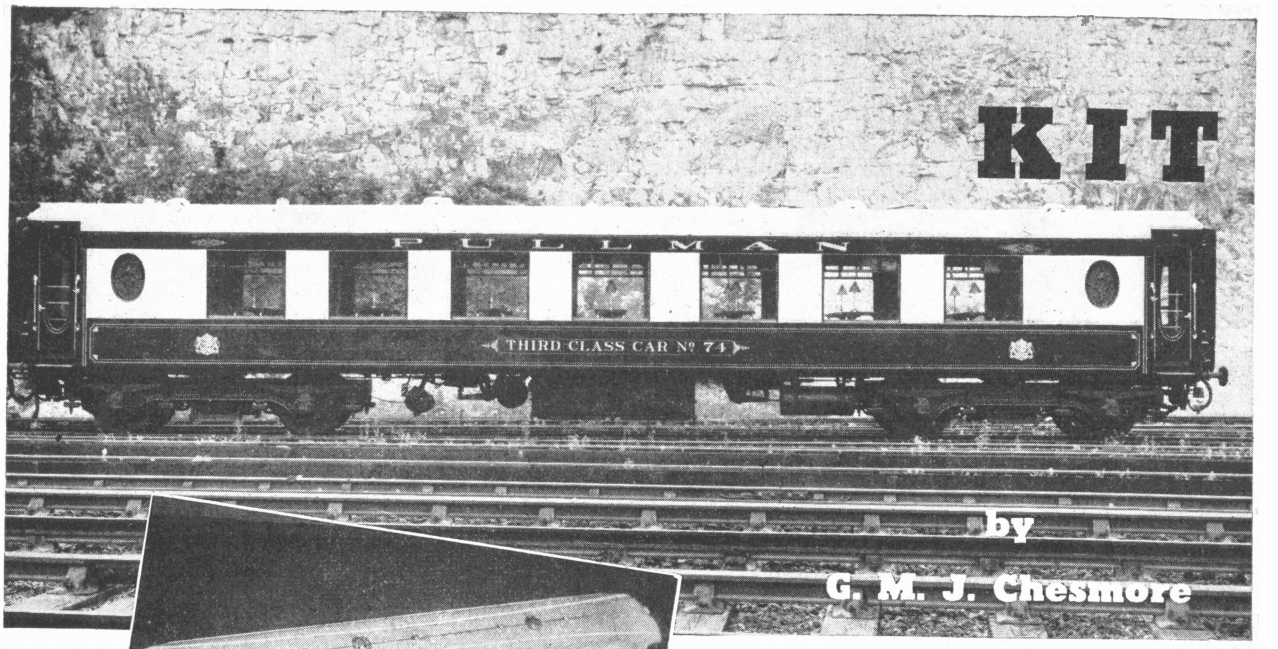
This book is readable, helpful and essentially informative without being, in any sense, a " text-book "; we like the simple but forthright style in which it is written, and we are confident that it will be read with avidity by those for whom it is intended, and many others besides.

Railway Adventure, by L. T. C. Rolt. (London: Constable & Co. Ltd.). 176 pages, 5½ in. by 8½ in. Illustrated. Price 21s.

This is an astonishing story of real enterprise and the triumphant results of tackling a wellnigh hopeless task with energy and determination. For it tells chiefly of the recent history of the delightful, 7-mile, 2 ft. 3 in. gauge Talyllyn Railway, and of how the little line has been saved from closure and ruthless destruction. Such a story might well form the basis of a moving novel or a stirring film, or even of an imaginative play; but the episodes described in this book are all true, and they make up a narrative the like of which has never been seen before in railway history. The Talyllyn Railway is only a very small concern, but it serves its public faithfully during the summer months, and its fame is gradually spreading far beyond that small corner of North Wales which is its home.

Mr. Rolt tells his fascinating tale in simple but beautiful language that can scarcely fail to appeal to readers of all denominations and ages. Railway enthusiasts will revel in it; but there is much in it to captivate many readers who may never have given a thought to railways or anything to do with them. The old adage, " Something attempted, something done," applies in full force to the efforts put into the acquisition of the Talyllyn Railway by the society whose energy and enterprise are now directed solely to the maintenance and operation of the little line as a going concern

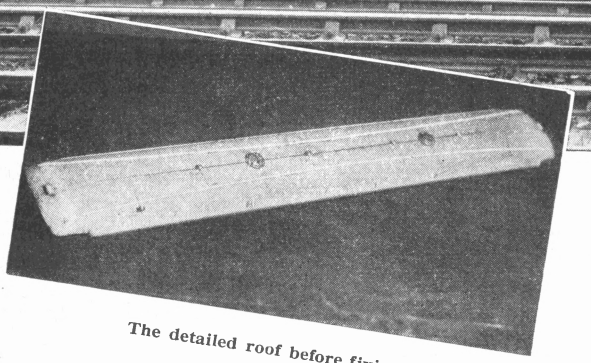
KIT



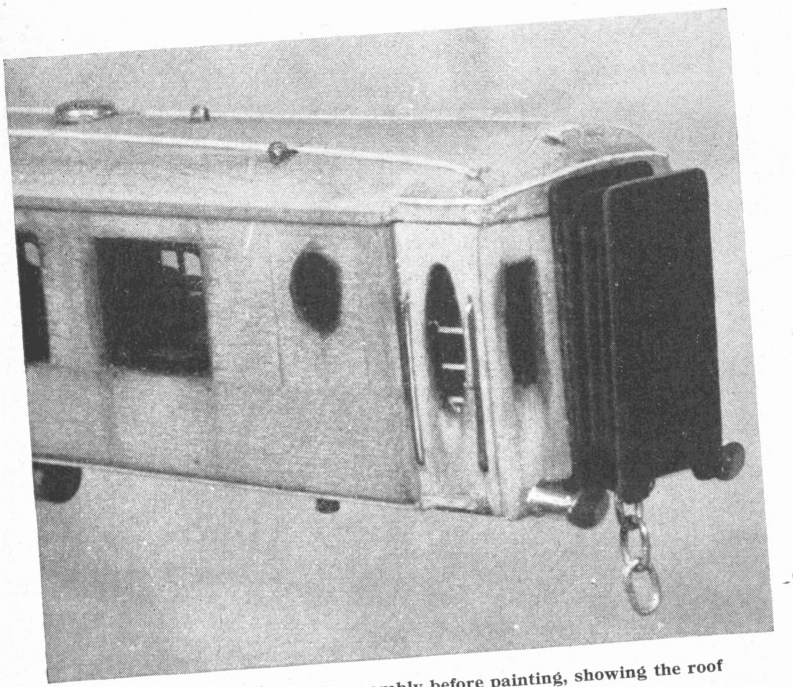
by

G. M. J. Chesmore

Photo by courtesy of The Pullman Car Company Ltd.



The detailed roof before fixing



This is the complete body assembly before painting, showing the roof contour and end detail

LAST month, we had just completed the interior work and were ready to fit the roof. In the kit, the roof comes with the cross-sectional contour ready machined, but the ends must be shaped. Place the roof in position on the body, mark lightly with pencil the extent of the inset doors and shape each end of the roof until it follows the plan contour of the body. Now dome the ends. You can rough them out with either a small chisel or a coarse file, finishing off with sandpaper. Constant reference to the drawings and photographs is needed here to produce the correct appearance.

When you are satisfied with the shaping work and have made one final fit-up, detail should be added before fixing the roof. Torpedo ventilators and Imperiston fans, available from the trade, are easily fixed by their spigots. Just drill a press-fit hole wherever you want a vent and drop in place with a spot of glue. Nameboard brackets are simply card strips glued in place.

Rainstrips need some care if they are to look nice and the following method should suit most people. First, after referring to the drawing, pencil lightly on the roof where the strips are to go, making sure that at any one point the two lines are an equal distance away from the roof centre-line. Now squint *along* the roof from one end and in this way you will be able to detect the slightest kink or inequality in the lines. Correct these with the pencil until you have two smooth curves.

BUILT PULLMAN

Second half of a stage-by-stage illustrated description of the construction of a CCW " Queen of Scots " 3rd class Parlour Car

Using a sharp single-edged razor blade and a steel rule, cut two strips of card slightly overlength—any surplus can be cut off afterwards. Now apply a thin line of glue along one pencil line on the roof and press into place one end of the card strip. Then, following the line, press down the rest of the strip. Squint along the roof once more and correct any kinks before the glue dries. Repeat with the other rainstrip.

The inside of the roof needs a coat of white paint and when this is dry have a last look round inside the coach for any stray chips of cuttings and glue the roof down, making sure you have it the right way round with the ventilators and fans in their correct positions over the saloons.

With the roof on, a little tidying up is required at each end. If there are any cracks between the roof and sides at each end, fill with glue and when hard dry, file flush. This card strip can be used for the length of beading or gutter which at each end starts over the recessed door and goes round the domed end, just above the corridor connection, to the opposite door. The " rainstrip " technique can be applied again for this detail.

Metal buffers are quite secure if they are glued into press fit holes in the buffer beams. Before fixing, check to see that they will be the correct distance apart and the correct height when the bogies are fitted.

Sprung type 3-link couplings work through a slot in the buffer beam and anybody who wants to use his favourite auto-couplers can fix these according to their respective instruction leaflets. A tiny screw into the floor will do the job in most cases. Corridor connections, available from the trade, are glued on the ends and, to complete the constructional work, cut four end-steps from 1 mm. thick ply and glue in place under the doors. Don't use card for this job as, in next to no time, the corners will become worn and frayed however much you may shellac them.

Your last task is to paint, line and letter the coach in its full regalia. Pullmans have a far more intricate finish than railway-owned stock and for this reason alone I must consider the painting a separate subject and outside the scope of this article if it is not to become unwieldy. However, there is just room for a few brief notes for the time being.

The first step is to give a complete undercoat of grey filler, which when hard dry is rubbed down with fine abrasive paper. The cream panels flanking the windows begin the colour work, followed by the umber surfaces, then the grey roof and lastly the black undergear.

" Pullman " lettering and " coats of arms " transfers are available from the trade, though rather oversize, and lining below the waist is best applied with a draughtsman's ruling pen.

A few strong words for the uncertain painter, though : if you aren't sure you can make a fair job of the ornamentation, *leave it off*. The coach *may* look a bit bare without lining or " floral " gilding, but it will look *far better* like this than it would covered with wobbly lines several times scale thickness ! Use imagination to overcome such snags. Yours can be an " austerity " coach, repainted in the war with just the bare (literally) necessities until such time as your skill develops.

The last picture is included just to show that you don't need " Pacifics " and long trains to run Pullmans. Here is the Bradford portion of the " Yorkshire Pullman " (which uses very similar cars to the " Queen of Scots ") passing Laisterdyke Junction and hauled by a modest N1 0-6-2 tank. The first coach, by the way, an *ex*-L.N.E.R. Brake/Compo., is for passengers not paying the Pullman supplementary fare.

So, whether you have your layout in a covered tennis court, or on a 6 ft. × 4 ft. folding baseboard, you can now go ahead and " Pulmanise " with perfect peace of mind !

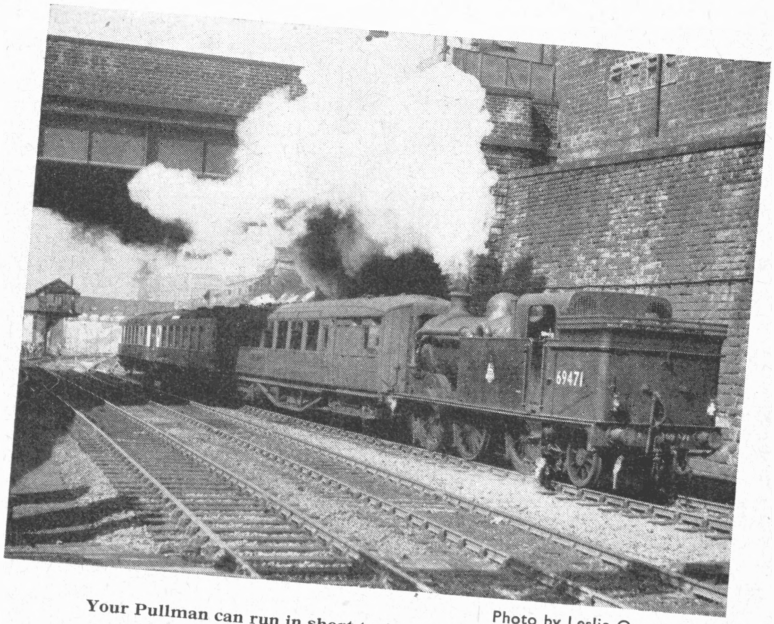
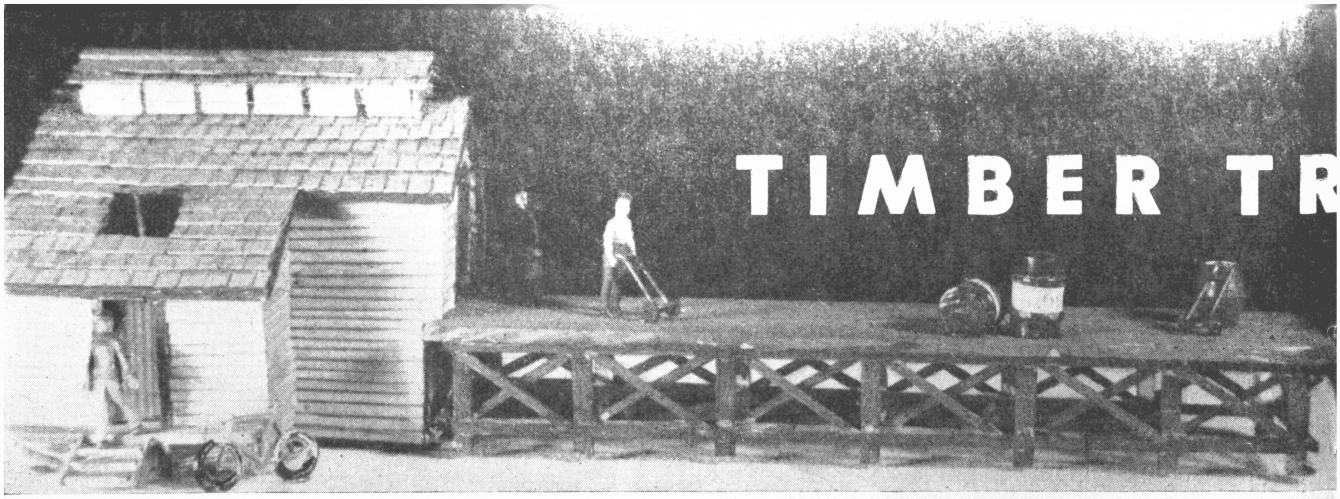


Photo by Leslie Overend Ltd.

Your Pullman can run in short trains hauled by small engines



Spend a few evenings building this easy-to-make depot. It will extend freight operation and fill a corner in your layout

by T. H. Rogerson

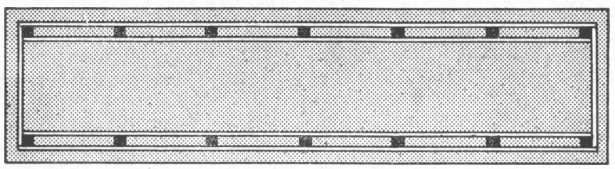
THE accompanying drawings illustrate a model which can be adapted to suit a variety of settings and may be useful for that odd siding or corner of the layout.

Trestle

Start by constructing the trestle stage. The dimensions given are for 4 mm. scale. Cut a piece of stripwood 160 mm. long by 40 mm. wide; something in the region of $\frac{1}{8}$ in. thick will be suitable. Scribe longitudinal lines on the upper side to simulate boarding. On the underside glue $\frac{1}{16}$ in. × $\frac{1}{16}$ in. balsa strip along each side and 3 mm. from the edges as in Fig. 1. You will now need some $\frac{1}{8}$ in. × $\frac{1}{8}$ in. balsa strip for the trestle legs. Cut ten of these 22 mm. long and glue in position as shown. Secure these on the inside by further strips of $\frac{1}{16}$ in. × $\frac{1}{16}$ in. balsa. Add $\frac{1}{8}$ in. × $\frac{1}{16}$ in. balsa strips on the outside (Fig. 2a) and inside (Fig. 2b) of the trestle legs.

LIST OF MATERIALS REQUIRED

$\frac{1}{8}$ in. stripwood.
$\frac{1}{8}$ in. × $\frac{1}{8}$ in. balsa strip.
$\frac{1}{8}$ in. × $\frac{1}{16}$ in. balsa strip.
$\frac{1}{16}$ in. × $\frac{1}{16}$ in. balsa strip.
Stiff cardboard.
Postcard or letter file cardboard.
1 mm. wire for spouts.
Durofix or Balsa Cement.



UNDERSIDE VIEW OF TRESTLE SHOWING THE POSITIONING OF LEGS AND HORIZONTAL SUPPORTS FIG. 1.

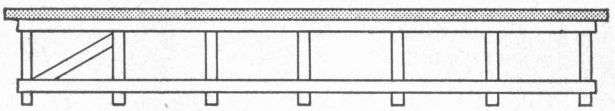


FIG. 2.a.

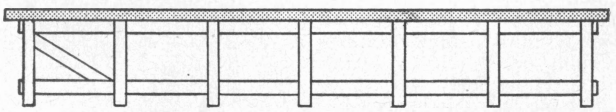


FIG 2.b.

SIDE AND END ELEVATIONS SHOWING POSITIONING OF HORIZONTAL AND DIAGONAL STRAPPING

SCALE. HALF SIZE FOR "OO" GAUGE.

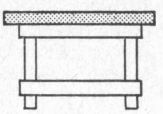


FIG. 2.c.

WEATHER BOARDS FOR WALLS FIG. 3.

SLATE STRIPS FOR ROOF FIG. 5. 4 MM

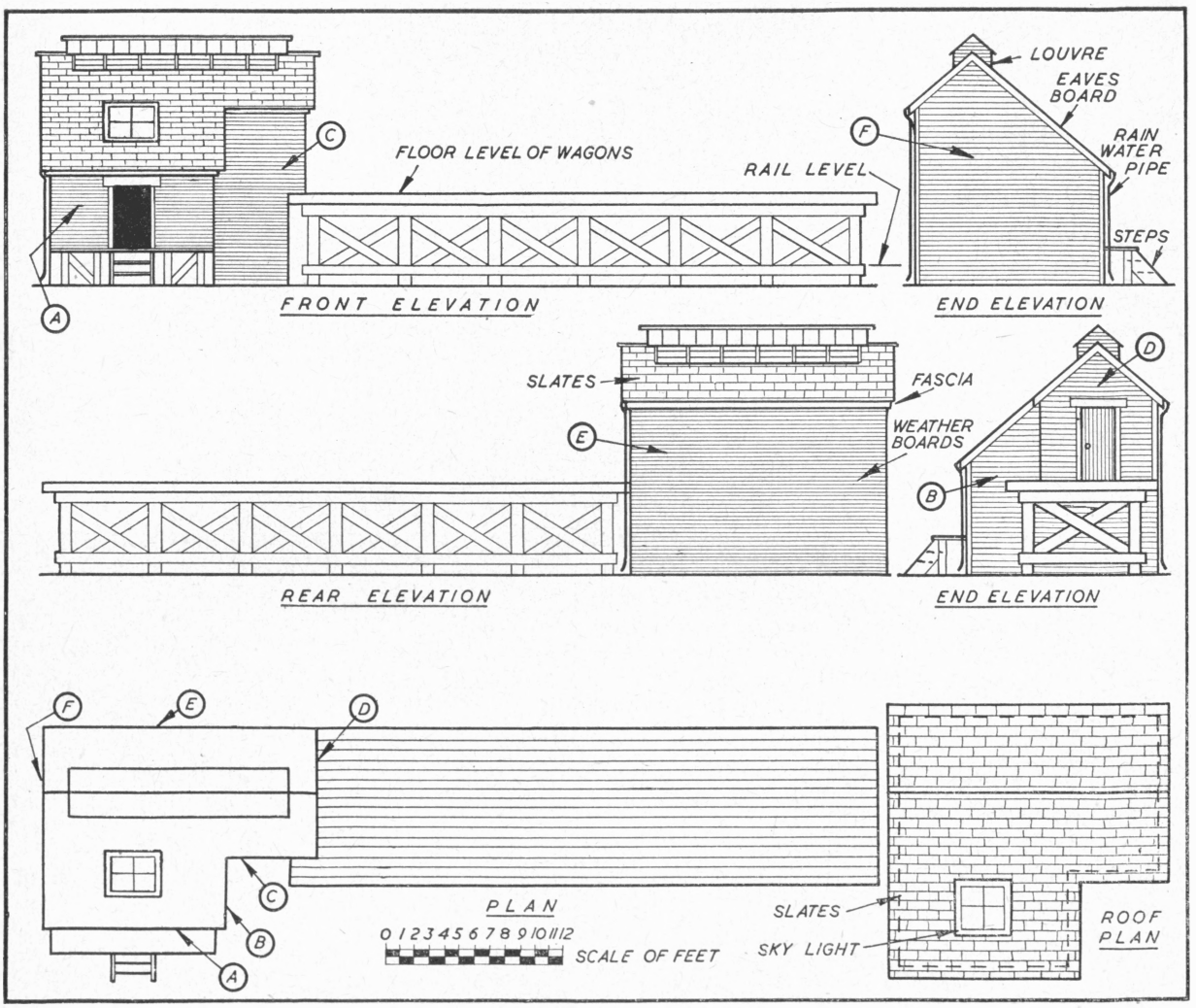
FIGS. 3 & 5 FULL SIZE FOR "OO" GAUGE.

ESTLE LOADING STAGE

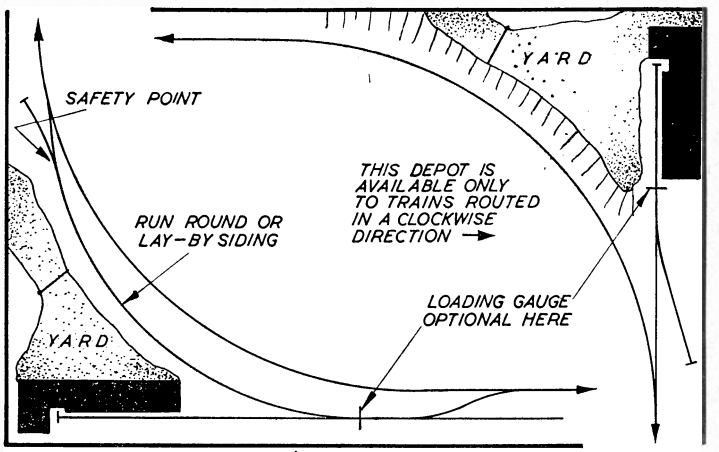
Similar strips are also cemented across the ends as in Fig. 2c. See that the trestle stands squarely on its legs and make any adjustments necessary. Diagonal members are then prepared; you will need sixteen for the two sides and four for the two ends. Cement one set on the outside horizontal leg members as in Fig. 2a, and another set in the opposite direction on the inside leg members illustrated by Fig. 2b. Fix similar cross-ties on the ends.

Walls

The next job is the boarded structure. Commence by cutting a piece of stiff card to the size of the end wall abutting on to the trestle (Fig. 4d). This will act as a support and base for the overlapping weather boards which will be put on individually. Don't forget to cut the door opening. Mark out the other five wall supports as in Fig. 4, cut out any additional door or window openings you may fancy, and then everything will be ready for fixing the weather boarding. For this job, I found that an old office letter file was ideal for the job but no doubt ordinary postcard would do just as well. Cut your card into strips 4 mm. wide as in Fig. 3, and long enough for any overlap on the particular wall you are preparing (Fig. 4). Lay the boards by working from the base of the wall to the eaves, and when all six walls are finished you should



Two ways to fill a corner with your Loading Stage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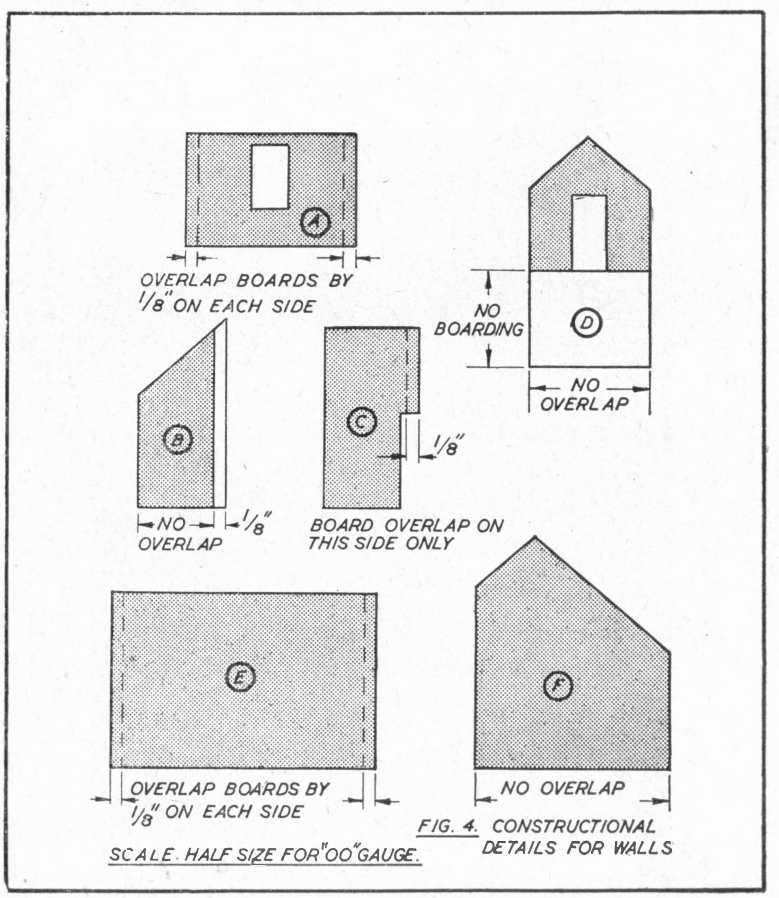


FIG. 4. CONSTRUCTIONAL DETAILS FOR WALLS

find that the corners fit snugly into the overlaps provided. Now glue together using $\frac{1}{4}$ in. wooden off-cuts for internal corner supports.

Roof

Cut two pieces of stiff card for the front and rear roof bases, and don't forget that the slating will overlap and form the eaves, so you will want your roof bases to fit snugly between the walls. If you fancy a skylight as in the model described cut the necessary opening and then you can prepare the slating strips. These can be made from the same type of card used for the weather boards on the walls. Strips 8 mm. in width are marked out and cut as in Fig. 5; nick the 4 mm. subdivisions with scissors and the strips are then ready for cementing to the roof bases. Overlap each strip and make sure the slates are staggered so that the joints do not coincide with those of the preceding strip.

Louvre

The sides and ends of the roof louvre can probably be salvaged from scraps left over from the walls. Cut a base for the louvres, fix very thin strips of balsa at 10 mm. intervals and glue the louvres into position. Fix the roof slates, ridging of $\frac{1}{16}$ in. balsa strip, cardboard eaves and fascia boards, and finally wire downspouts and thin slices of balsa strip for gutters.

The steps need little description as they are simply constructed from wood strip and cardboard.

Painting

The card used for the model described was more or less left in its natural colours. The walls which were covered with a buff coloured card were smeared with a dark brown water colour to achieve a weathering effect. As the roof card was a dark slate blue colour this did not need any touching up. Ridging, fascia and eaves boards were painted a dark brown and gutters and spouts a matt black. The trestle can be creosoted or painted a dirty matt black colour, and the rougher it is painted the more weather-beaten it will appear.

Talking Shop

Congratulations to K's, " Hanover Court," 197, Uxbridge Road, Shepherds Bush, London, W.12, who have been awarded a contract by the South African Government for the construction of four 7 mm. scale models of Class " 8X " 2-8-0; Class " A " 4-8-2T; Class " 04 " 4-6-0 and Class " MA " 2-6-6-0 " Mallet " locomotives of the 3 ft. 6 in. gauge South African Railways. Models of the Class " A " and " MA " locomotives will be shown at the Durban Centenary Exhibition next July.

Not long ago, a new adhesive called " Mistic " was put on the market by SPICERS LTD. A sample tube was sent us for trial, and we have found it very satisfactory. The makers state that it is a special compound with pure rubber latex as one of its main components, and we can endorse its quite uncommon adhesive strength. It is transparent and flexible when dry, and does not seem to be affected by heat and water. We successfully tried it for fitting plastic " glasses " into model signal spectacles which had previously given considerable trouble.

" Mistic " is sold in neat, unleakable, screw-cap, plastic tubes at most model shops and ironmongers at 1s. per tube.

From MECCANO LTD., at Liverpool, comes the interesting news that an exquisitely-detailed model of a B.R. Standard 2-6-4 Tank locomotive is to be introduced into the Hornby-Dublo range next autumn. We believe it will be the very first " production " model of a B.R. standard type, and it will be included in two new Hornby-Dublo sets, the passenger set having appropriate suburban compartment coaches of up-to-date design.

Good news for northern modellers comes from HALFONE MODELS COMPANY, 8, Methuen Street, Manchester 12, who announce the opening of shop premises on Saturday, April 3rd at 16, Victoria Arcade, 32, Deansgate, Manchester, 3. Opening hours until further notice are Monday to Thursday, 9.0 a.m. to 6.0 p.m.; Fridays 9.0 a.m. to 7.0 p.m., and Saturdays, 9.0 a.m. to 5.30 p.m. The Registered Office and Mail Order Department remain at Methuen Street.

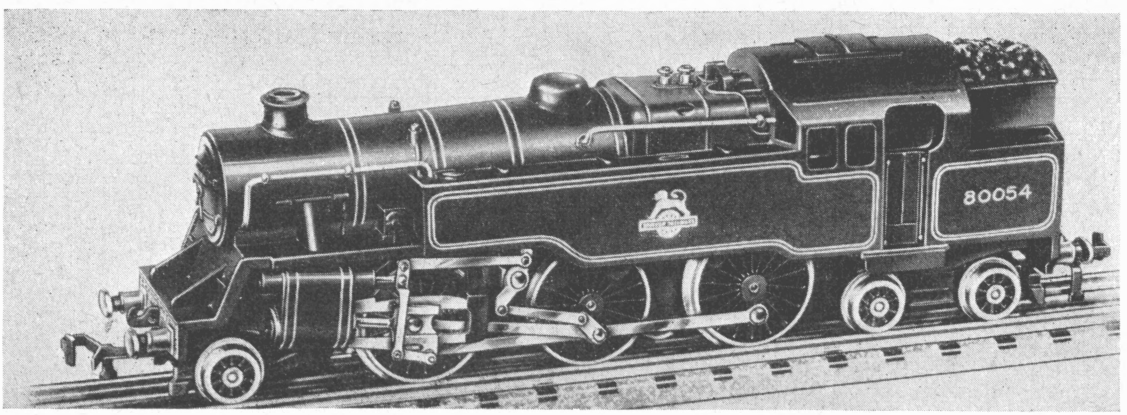
The new " OF " nickel-silver rail marketed by this company deviates slightly from the Bureau's standards, being just a little deeper in the web. This was imposed by the choice of manufacturers' dies, but Halfone claim an advantage in that the old standard wheels will run on the rail without flanges fouling chairs. The rail is cleanly drawn and slides nicely into the chairs supplied by Halfone which were previously mentioned in last October's " Talking Shop."

Our exhibition preview has crowded out drawings of " Tilbury " bogie coaches prepared by Andrew Dunbar for the MODEL RAILWAY NEWS to mark the centenary, this month, of the London, Tilbury & Southend Railway. Look out for the drawings next month.

A range of ready-made 4 mm. scale town buildings form the latest extension to the Master Models series manufactured by B. J. WARD L½D., 130, Westminster Bridge Road, London, S.E.1. Prices run from 5s. 6d. to 7s. 11d. with the attractive Smugglers Inn, selling at 6s. 11d.

Additional goods yards accessories now available include a set of coal staithes and one coalman, for 4s. and an unloading crew for the freight shed at 2s. 6d.

The newer " Wee World " series, sponsored by the same company, cover petrol pumps and other garage equipment. The latest additions in this range are No. K47 Massey-Harris Tractor and Hay Trailer at 2s. and No. K48 Cement Mixer at 1s. 6d. These goods are approx. $\frac{3}{16}$ in. scale, accurately cast in metal, and painted in bright enamel.



This photograph of the manufacturer's prototype, shows the fine appearance of the forthcoming Hornby-Dublo 2-6-4T

WITH THE CLUBS

The Model Railway Club

On April 1st, Mr. V. S. Haram will lecture on "The Midland As I Knew It," and the meeting on April 15th will be for the collection of exhibition models. Both meetings will be in the Ambulance Room, Waterloo Station, London, S.E.1. commencing at 7.30 p.m.

April 17th and 19th are setting-up days at Central Hall, Westminster, for the clubs annual exhibition and the strongest possible working parties are required on these days. Every member who can possibly do so should come along to help with these essential preparations.

Hon. Secretary: D. A. BOREHAM, 34, Shrewsbury Road, London, N.W.10.

Leicester Model Railway Group

The next meeting will be held in the Hall of the Church of the Martyrs,Westcotes Drive, Leicester at 7.30 p.m. on Thursday, April 15th, 1954 when Mr. A. J. Powell will give a talk on "The Charm of the Irish Narrow Gauge," illustrated by the epidiascope.

The library and clubroom at Knighton Feilds Road West are open to members on Wednesdays at 7.30 p.m. and Saturdays at 2.30 p.m. so why not drop in for a chat and read, or better still come prepared for a spot of work on the "OO" and "O" gauge layouts.

Hon. secretary: E. P. M. HAIRS, 2a, Park Hill Drive, Leicester.

The Railway Enthusiasts' Club

The programme for April includes:

Saturday, 4th.—Visit to Royal Anchor Miniature Railway, Liphook.

Wednesday, 14th.—Post Office Tube, Railway, etc.

Thursday, 22nd.—Mineral lines in the Isle of Purbeck. (Open to non-members).

Details of membership; coming-events programme; details of talks, displays and clubroom and library facilities, and rail-tour tickets and application forms are available from the hon. secretary: MR. H. DAVIES, "Lynmouth," Sycamore Road, Farnborough, Hants.

Wimbledon Model Railway Club

Our meeting on April 14th will be devoted to a discussion with a panel of representatives of the Model Engineering Trade Association. As always, we shall be pleased to welcome visitors and prospective members at this meeting, which will be held at 32, Worple Road, Wimbledon, S.W.19, starting at 7.30 p.m. If you would like to know more about the Club why not get in touch with our hon. secretary: R. C. J. DAY, Flat 1, 34, Maple Road, Surbiton, Surrey.

Historical Model Railway Society

Mr. N. McCracken will give a talk entitled "The London Tilbury & Southend Railway" to the Historical Model Society at 7.0 p.m. on April 12th, 1954, at the headquarters of the Stephenson Locomotive Society, 32, Russell Road, W.14.

Hon. secretary: F. C. OLLEY, 11, High Street, Kimpton, Hitchin, Herts.

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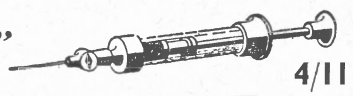

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We are opening shop premises on Saturday, 3rd April, 1954, at **No. 16, Victoria Arcade, 32, Deansgate, Manchester, 3,** and until further notice opening hours are: Mon.-Thurs., 9-0 a.m.-6.0 p.m.; Frid., 9.0 a.m.-7.0 p.m., and Saturdays 9.0 a.m.-5.30 p.m.

American Magazines. One year subscriptions:—"HO" Model Trains, 39s., "Model Railroader," 39s. "Railroad Model Craftsman," 39s. "Popular Science," 28s. 6d. "Popular Mechanics," 32s. Specimens, 4s. each.—HOBSON, 79, Southbrook Road, Exeter.

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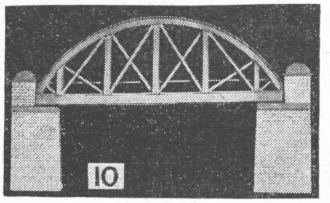

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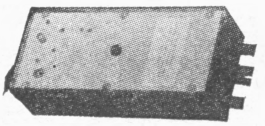

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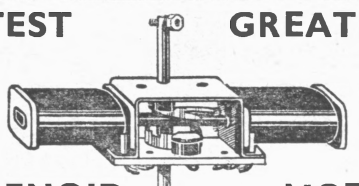
12/6  12/6

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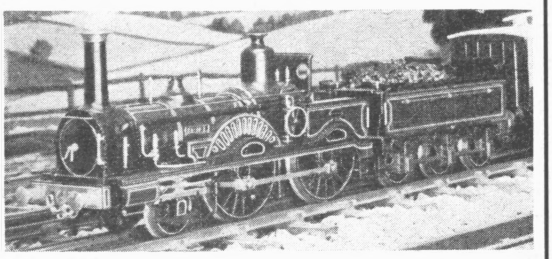

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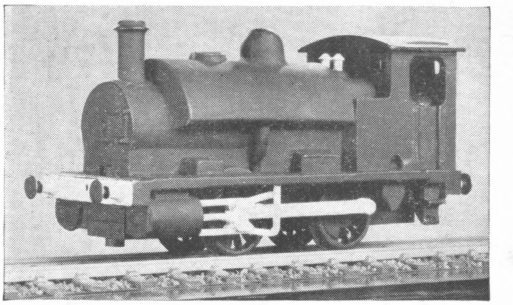

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